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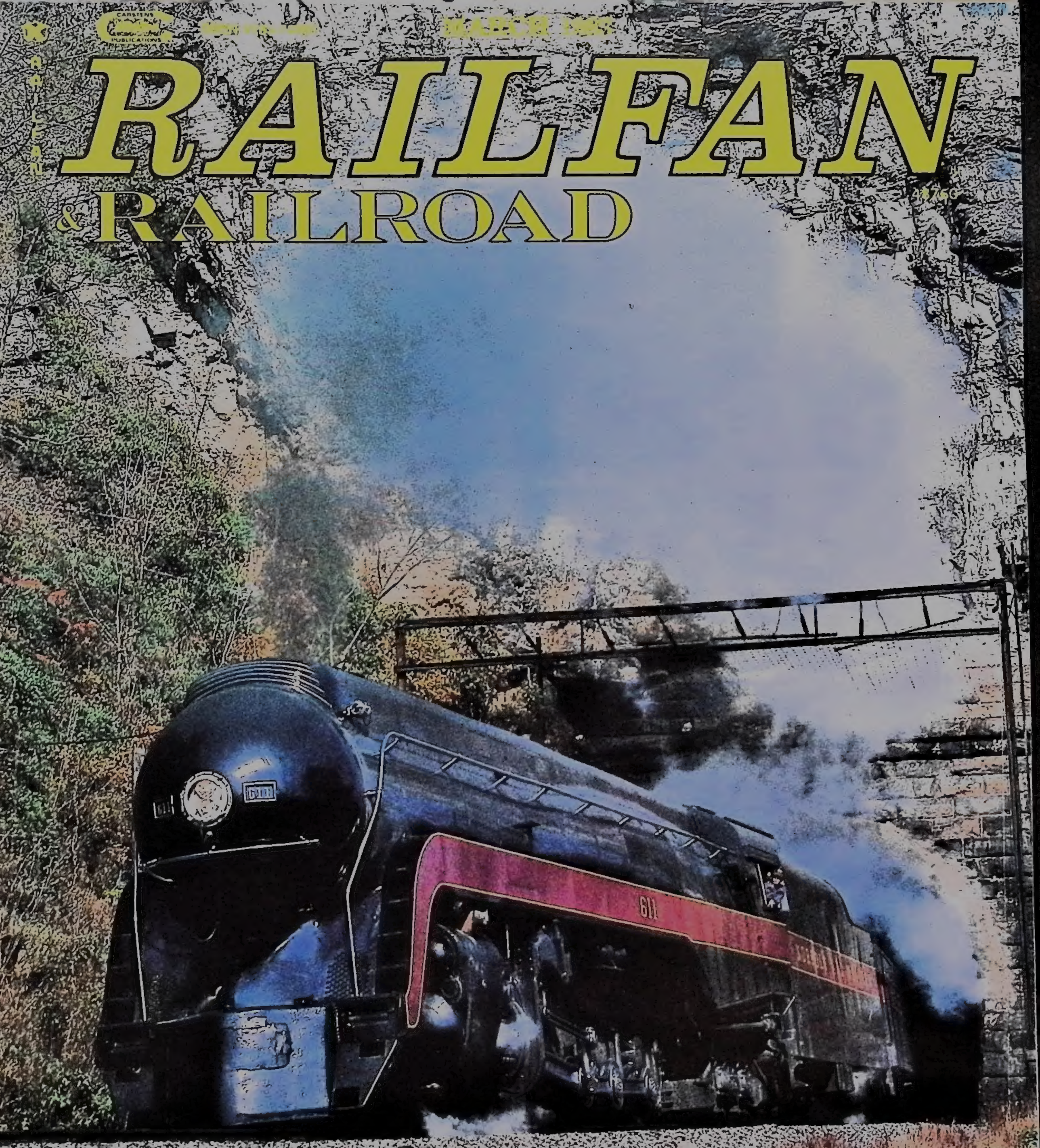

N&W welcomes back "The J"

VIA to Churchill • Snowplow action

KODACHROME JIM BOYD

SUSQUEHANNA'S two new C430s made their debut on the Delaware-Otsego Directors Special which covered both New Jersey and New York lines of the NYS&W plus the Lackawaxen & Stourbridge in mid-November. The C430s are ex-NYC Conrail 2051 and 2056, now NYS&W 3000 and 3002. The Auto-Train dome cars were repainted into maroon and gold. Scene is Little Ferry, N.J., November 10.

EKTACHROME GEORGE W HOCKADAY

Railnews

ALLEGHENY SOUTHERN now operates former-PRR between Roaring Spring and Curryville, Pa. This is the first train, operated on September 3, 1982, with Ontario Midland Alco S4 107, formerly Wyandotte Terminal 107 and originally Nickel Plate 79.

SEABOARD SYSTEM is the new image formed by the merger of L&N and SCL along with Georgia/WofA/A&WP and Clinchfield. The name Family Lines will be discontinued, although its basic colors will remain. The reporting marks will be SBD, thanks to the little Sand Springs Ry. already possessing the "SS" marks.

SEABOARD SYSTEM, C. NORMAN BEASLEY

THE FIRST GG1, "Old Rivets" 4800, purchased from Conrail by Lancaster Chapter NRHS and "Friends of GG1 4800", was posed at Leaman Place during dedication ceremonies October 20.

KODACHROME JERRY FUTEJ

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From the Publisher's desk: Was it 25 years ago?

Old time members of the New York Railroad Enthusiasts still remember with fondness the fantrips created by the late Ed Hansen. At the proper point in the meeting, Ed would be asked to rise and pontificate on his latest escape trip into the outer reaches of railroads both near and far. The fact that Ed usually managed to garner for himself and a few old cronies the private room in the dining car where glasses could be heard tinkling most of the trip was, I thought at the time, a waste when one could be running to and fro photographing such things as NYO&W Y-2s and Boston & Maine FT A-B-B-A lashups. Railfanning is truly a many faceted activity. Ed's photo collection suited Ed just fine, and if he was able to grab that private room for himself, more power to him.

Ed's connections with railroad passenger agents were quite good, and he was able to get mileage rates that were fantastically low. Most RRE trips went north out of New York, since the RRE traditionally had New England roots. Then came the day in 1957 when Ed got up and began speaking of a weekend trip to Roanoke over the Pennsylvania, Southern and Norfolk & Western. We'd go to Shaffers Crossing engine terminal, see the Jawn Henry, visit the Virginian engine facility (the Virginian having just been acquired by the N&W), and perhaps get up to Blue Ridge. Best of all, we'd be staying one night at the N&W's Roanoke Hotel, a superb hostelry noted for gracious Southern dining. I think I had my trip money out before Ed stopped talking. Memory tells me we had the option of going coach or Pullman on the way down, and I went coach. With the rates Ed managed to get, it was the original Super Saver.

Diesels were still something for the future on the N&W in 1957, but it was a GG1 to Washington on the Pennsylvania. Southern E units took over for the run to Monroe, Virginia, where we were treated to a Norfolk & Western J class, number not remembered after 25 years, though perhaps some reader might recall.

At Roanoke we walked the short distance from the modern N&W depot to the Hotel Roanoke, checked in and clambered aboard buses for the trip to Shaffers Crossing. There wasn't a diesel in sight. There were articulateds in several wheel arrangements, from venerable 2-8-8-2s on up. (Some prefer 2-8+8-2, but we always considered a "Plus 8" to be a Morgan Motor Car, somewhat larger than Carstens' 4-4 Morgan.) Sitting cold in the darkened roundhouse was the giant coal turbine locomotive Jawn Henry built in 1954 by Baldwin-Lima-Hamilton and Babcock & Wilcox. Diesel oil was too cheap in those days for this locomotive to be a really serious contender, although some of the engineers who had helped develop her innards at Babcock & Wilcox (see R&R January 1981) would later use the knowledge on the ACE steam engine of 1983!

Shrouded J and K class engines were plentiful, among them No. 611. Two years later 611 would become a museum piece, and 25 years later a whole new generation of railfans would travel cross country for a chance to inspect, ride, tape and photograph this fantastic machine. A Kodachrome of 611 as she appeared at Shaffers in 1957 is on the inside rear cover of this issue.

That night we put on white shirts, jackets and ties for that Southern dinner in the Hotel, complete with peanut soup and the type of pre-dinner beverage which a Southern gentleman would consider appropriate to the occasion. Ed Hansen had taught us well.

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"Work heavy throttle through Pembroke Tunnel, moderate smoke and no whistle." That was the note fireman Preston Claytor had taped on the backhead of N&W 611 departing Bluefield, W.Va., on the "school trip" ferry move from Bluefield to Roanoke on November 1, 1982. This photo shows the result as the 611 rolled homeward up the New River and traversed the curving tunnel at Pembroke, Va., that punches out of an awesome rock face—that overhead structure is a slide detection fence. Our coverage of 611 begins on page 42. Kodachrome by Jim Boyd.

RAILFAN & RAILROAD (ISSN 0163-7266) is published bi-monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, New Jersey. Mailing address: P.O. Box 700, Newton, New Jersey 07860. Phone: 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Controlled circulation postage paid at Sparta, Illinois 62286 and Newton, New Jersey 07860. Copyright © 1983 by Carstens Publications, Inc. Printed in the United States of America.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860.

SUBSCRIPTIONS: U.S.A. and possessions: $9.00 per year, $17.00 for two years, $24.00 for three years. Single Copies $1.75. Postage outside U.S.A. $1.50 extra per year. All communications regarding subscriptions and changes of address should be sent to: Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860. Please allow six weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested we will endeavor to return all material in good condition if accompanied by return postage. RAILFAN & RAILROAD assumes no responsibility for unsolicited material. Payment is normally made upon publication. The contents of this magazine must not be reproduced without written permission from the publisher.

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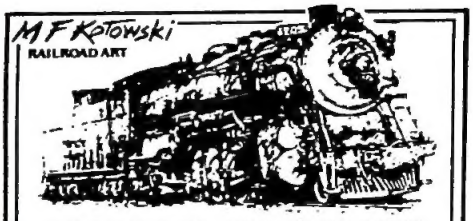

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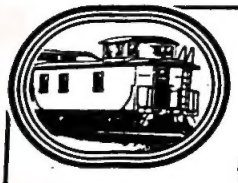

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Fanmail

Boosters

About the November RAILNEWS item concerning BN's new cabless B30-7As: They are not the first "factory built" boosters since the DD35Bs of 1964. British Columbia Railway took delivery in the summer of 1975 of eight cabless M420Bs, numbers 681-688. These units are remote control receivers.

JAY BURKGART
Osburn, Ida.

The Jinx

Considering your recent luck with 2716 and the MoPac Navy, please do not mention N&W 611 at all in R&R.

THOMAS D. DRESSLER
Portsmouth, Ohio

∈ *Sorry, Tom, it's too late*—J.B.

Nelligan's reporting

I especially enjoyed your RAILNEWS item on the Bay Colony Railroad in the November issue, as I had just visited the line this summer. In that connection, I would like to correct the stated origin of the Cape Cod & Hyannis 65-ton Vulcan. Its builders number is 4400, which makes it ex-Warwick Railway 105. The Narragansett Pier's similar 65-tonner was builders number 4399 and was supposed to have gone to the Yancy Railroad.

BOB SANDUSKY
Mississauga, Ontario

In his November RAILNEWS item on the Providence & Worcester, Tom Nelligan was certainly presumptuous in reporting the July arrival of GP38-2 2009—especially since it just arrived this morning (October 5)! It was at Beacon Park between two Conrail units and was delivered to Worcester around noon.

RALPH L. PHILLIPS
Boston, Mass.

I am writing to correct another of Tom Nelligan's erroneous reports published in your magazine. The error is his, not yours.

I first noticed his inaccuracy when he reported on the sale of the Moshassuck Valley to the Providence & Worcester and the end of the Narragansett Pier Railroad where he further stated that there were no more short lines in Rhode Island. This company, the Seaview Transportation Company, Inc., has existed and operated at Wakefield, R.I., since 1974. His latest report states that the Cape Cod & Hyannis Railroad has two locomotives of their own. Wrong again. CC&H No. 3 and Vulcan No. 2 (ex-Warwick 105, not NPRR) are the property of Seaview, painted in our colors and leased to CC&H.

J. PETER VERGES, President
Seaview Transportation Co., Inc.
Wakefield, R.I.

∈ *Most of those errors noted were induced by me—R&R Editor Jim Boyd—not Tom Nelligan. In his news report of the CC&H Tom made no mention of the heritage of the Vulcan, but this overly-eager editor tossed in the line identifying it as ex-Narragansett Pier (there couldn't be two identical Vulcans in Rhode Island, could there?). I was unaware of the Seaview unit and assumed the CC&H unit had to be the NPRR unit I'd ridden a few years ago. That unit did, indeed, go to the Yancy R.R. The matter of the P&W 2009 was the classic problem of a magazine's two-month lead time; the unit was expected in July and was reportedly "on the way" when the news item was written—and although the unit didn't arrive in July, it was on the property by the time the magazine was in general circulation. Tom will have to take responsibility for overlooking the Seaview Transportation Co. in earlier reports, although not qualifying it as a "short line" may be a matter of semantics, as in a follow-up letter he referred to it himself as "a private Rhode Island switching road."*

I added another incorrect item into Tom's report on the Pioneer Valley by inserting the name Massachusetts Central in where he had only stated "a competing bidder" was suing the PVRR and delaying the start-up. My information was partial, and the way I edited Nelligen's text made it wrong; as he points out, "I didn't specify who had sued the Pioneer Valley since I figured no one would have heard of the non-existant New England Southern. Mass Central was a bidder for the trackage, but it was the phantom NES that brought suit in July."

We make every effort to be complete and accurate in our news reporting and diligently try to separate fact from the storm of railfan rumors. When we do make a mistake we will own up to it and set the record straight wher-

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ever possible. It is correspondents like Tom Nelligan who make it possible for us to cover areas—such as New England—which are far too complex for the outlander to fully comprehend, much less be able to report with absolute accuracy within deadlines—J.B.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

NORTH FREEDOM, WISCONSIN, February 19-20. "Snow Train '83" railfan winter weekend at Mid-Continent Railway Museum featuring special passenger, freight and mixed train operation behind steam. Snowplow train if snow conditions permit. Contact: Mid-Continent Railway Museum, Box 55, North Freedom, WI 53951; 608/522-4261.

MINNEAPOLIS-ST. PAUL, MINNESOTA, February 19. "Snowball Express" bus trip to Mid-Continent Railway Museum "Snow Train '83." Chartered Jefferson Bus departs Amtrak Midway Station 8:00 a.m. sharp (passengers assemble by 7:30), arriving at North Freedom in time for lunch and first afternoon train. Dinner en route home at Pierce's in Baraboo with arrival back at Midway by 11:00 p.m. $30 ticket includes bus, breakfast and Snow Train '83 coach ticket. Contact: Northstar Chapter NRHS, c/o Cy Svobodny, 7953 Conroy Way, Inver Grove Heights, MN 55075 (make checks payable to "Northstar Chapter-NRHS").

BOSTON, MASSACHUSETTS, February 26. Renew the tradition of "Snow Trains" on Boston & Maine's Conway Branch for the first time in over ten years with this excursion from Boston to Sanbornville and Ossipee, N.H. Winter activities and railfan activities. Contact: Mass Bay Railroad Enthusiasts, P.O. Box 525, Bedford, MA 01730; or call 617/581-0411 between 6:00 and 10:00 p.m. EST.

STOCKTON, CALIFORNIA, February 26. "Winterail '83" railfan gathering at the Scottish Rite Temple, 33 West Alpine Ave., from 12:30 to 9:30 p.m. The Fifth Annual Winterail will feature slide and movie presentations, photo contests and a flea market. Featured guest will be Richard Steinheimer. Movies by Will Whittaker and Chris Skow plus multi-media slide shows by Kyle Brehm, Blair Kooistra, Ken Meeker and Dave Stanley. Registration $6 in advance or $10 at door. Contact: Dave Stanley, Winterail '83, P.O. Box 8771, Stockton, CA 95208; 209/943-6389.

BOSTON, MASSACHUSETTS, March 19. "Sugar Time Special" excursion train on MBTA/B&M North Station to White River Junction, Vt., via Greenfield, Mass. Depart 8:30 a.m. Optional Vermont meals and sugaring activities await passengers. Return to Boston same evening. Contact: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126; 617/361-4445.

AMORY, MISSISSIPPI, April 7-10. "Amory Railroad Festival" featuring rail displays, train rides, parade, children's fishing rodeo, horse show, antique autos and a whole town full of fun. Contact: Amory Railroad Festival, P.O. Box 128, Amory, MS 38821.

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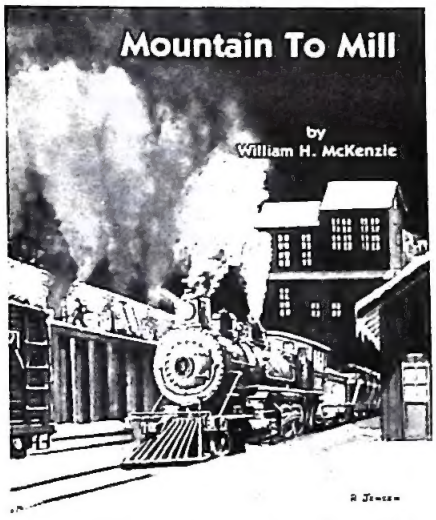

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CASS, WEST VIRGINIA, May 20-22. Cass Railfan Weekend with special geared locomotive operations on Bald Knob and Durbin lines plus night photo session. For full details send SSAE to: Cass Scenic Railroad, Box 75, Cass, WV 24927. Weekend ticket $35.

DENVER, COLORADO, May 29. Union Pacific Challenger 3985 will power a main line all-day excursion, 290-mile Denver to Laramie and return, with 3985 over Sherman Hill and diesel power on Colorado portion of the route. Photo runs are planned en route. Fare is $75. For a flyer please write: Rocky Mountain Club, P.O. Box 2391, Dept. K, Denver, CO 80201. SSAE appreciated.

International Tours

RAIL STUDY TOURS INTERNATIONAL, c/o W.I.T. Travel, 1401 Wilson Blvd., Arlington, VA 22209 (703/522-5443), has the following tours scheduled. Contact them for full itinerary and details.

CHINA, May 27-June 19. Peking, Manchuria, Datong steam loco factory, Xian, Nanjing and Shanghai. Leave Los Angeles via Tokyo.

EAST GERMANY, 10 days in late July. Remaining steam on narrow and standard gauge lines plus trams and river steamers. Depart New York via West Berlin.

SOUTH AMERICA STEAM TRIANGLE, August 9-30. Chartered and regular steam trains in Ecuador, Peru, Paraguay, Brazil and possibly Bolivia. Included are Machu Pichu and Lake Titicaca steamboat. Departs Miami.

EUROPE EAST AND WEST, October. European mountain railroading including regular and preserved steam, electrics and trams in Switzerland, Austria, Hungary and Czechoslovakia. Departs New York.

RAILROADIANA MEETS

HAMBURG, NEW YORK, February 20. Toy Train Collectors Society Ltd. Train Show, Sale & Swap Meet at Leisureland on Camp Road from 11:00 a.m. to 4:00 p.m. Admission adults $1, kids under 12 50¢. Contact: Denny Fitzgerald, 119 Tomaka Drive, Hamburg, NY 14075; 716/649-2144.

SPOKANE, WASHINGTON, February 27. Seventh Annual Swap Meet hosted by Spokane Model Engineers at Sheraton Hotel from 10:00 a.m. to 4:00 p.m. Admission: $2 (kids under 12 free with adult). Contact: Art Shawen, W. 419 Sierra Way, Spokane, WA 99208; 509/466-7830.

FRANKLIN PARK, ILLINOIS, February 27. Second Annual Franklin Park Railroadiana Show at the American Legion Post 974, 9757 W. Pacific Ave. (two blocks west of Milwaukee Road depot). All railroadiana—no models! Admission $1, 6' tables $8.50 each. Contact: Joe or Steve Mazanek, P.O. Box 191, Franklin Park, IL 60131; 312/537-0891.

ST. LOUIS, MISSOURI, March 5-6. Bi-State Area Railroad Meet sponsored by Midwestern and Mid-Continent Regions NMRA at Rodeway Inn, 2600 Market St. Saturday activities feature clinics, speakers, movies, displays and swap meet. Sunday will have prototype tours of St. Louis area railroads. $9 in advance; $12 at door (group rates available). Swap tables $5 each. Contact: Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63141; 314/434-5980 (after 6:00 p.m.) or Kerry Doyle, 530 Norwood, Collinsville, IL 62234.

WILLIAMSPORT, PENNSYLVANIA, March 6. Whistle Stop Train Meet at Hepburnville Fire Hall, seven miles north of Williamsport, one mile off Rte. 15 on 973 East, from 9:00 a.m. to 4:00 p.m. Contact: Jim Stabley, 208 Beech St., South Williamsport, PA 17701; 717/323-8883.

KITTANNING, PENNSYLVANIA, March 6. Central Armstrong Model Railroad Train Show from 10:00 a.m. to 4:00 p.m. at Kittanning Township Fire Hall, four miles east of Kittanning on Route 422. Adults $2.50, kids under 12 free. Public welcome. Contact: James W. Boyer Sr., RD#2 Box 133, Ford City, PA 16226; 412/763-8327.

SARNIA, ONTARIO, March 13. Sarnia Model Railway Club Flea Market & Auction, with lots of railroadiana, at the 445 Club, 430 Christina St., from 11:00 a.m. to 5:00 p.m. Tables $12; admission $1. Contact: Andre Menard, P.O. Box 1672, Corunna, Ontario, Canada N0N 1G0; 519/862-2438.

ALBANY, NEW YORK, March 13. Capitaland Train Meet at Polish Community Center, Washington Ave. Ext., from 10:00

Railroadiana

What's new?

In light of our coverage of the resurrection of N&W 611 in this and previous issues, it's interesting to note that the 4-8-4 that first turned a wheel in mid-August is already the subject of a variety of videotapes, audio tapes, films and a portion of at least one record album! In addition to the JMJ videotape and Custom Steam Productions sound tape reviewed on following pages, these include a one-hour stereo cassette of the 611 working the grades between Roanoke and Bluefield in October by *MenkelSounds,* Box 195, Dept. RR, Rutherford, NJ 07070. Dick Menkel says he got some terrific long pacing sequences on the final climb to Bluefield. The tape—with Dolby or DBX available—sells for $9.50 postpaid First Class mail (N.J. res. add tax).

Arkay Records, 5893 Amapola Drive, San Jose, CA 95129, features the 611 on its 12-inch stereo LP record "A Decade of Steam, Volume 2," which is also available on cassette. This album also includes SR/C&O 2716, UP 3985, McCloud 2-6-2 25, BCR Royal Hudson 2860, Chessie 4-8-4 614, Heber/SP 2-6-0 1744 and CPR 4-6-2 1238. The price is $9.98 postpaid (Cal. res. add 6% tax), $12.98 foreign.

In the video department, *Sunday River Productions,* P.O. Box 565, Concord, MA 01742, has three productions available on the 611 plus one on the Js back in the 1950s; all are VHS or Beta II tape or Super 8 sound film. "611A" covers the run from Birmingham to Roanoke in August, "611B" covers the Labor Day weekend run to Norfolk, and "611C" covers Labor Day Roanoke to Alexandria. The cassettes are $34.95 each or $32.30 for Super 8 silent and $42.50 each Super 8 sound. The "600" film features Guy

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a.m. to 4:00 p.m. Tables $10 ($13 at door). Admission $1.50, kids 75¢. Contact: Len Wolter, P.O. Box 3300, Schenectady, NY 12303; 518/372-9124.

NORTH WEYMOUTH, MASSACHUSETTS, March 19. South Shore Model Railway Club Show from 9:30 a.m. to 4:30 p.m. at St. Jerome's Church Hall, 630 Bridge Street (Rte. 3A). $1.25 admission. Dealers, white elephants, movies and displays. Contact: David Clinton, 11 Hancock Road, Hingham, MA 02043; 617/749-7986.

MT. CLEMENS, MICHIGAN, March 20. Gratiot Valley Railroad Club's 9th Annual Railroad Show & Swap Meet at Clintondale High School, 15 Mile Road at Little Mack, from 10:00 a.m. to 4:00 p.m. Admission $1, families $2. Contact: Bob Russel, P.O. Box 214, Mt. Clemens, MI 48043; 313/765-9014.

CLARK, NEW JERSEY, March 20. "Train Bazaar '83" hosted by Jersey Central Chapter NRHS at Mother Seaton High School, Garden State Parkway Exit 135 at Clark Circle, 9:00 a.m. to 4:00 p.m. One of the biggest in the East with railroadiana, models, rail photos/slides, books and antiques for sale & swap plus free movies and slide shows, model demonstrations, door prizes and refreshments. Adults $2.50, kids under 12 free; family maximum $5. Contact: Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066; 201/561-5225 (evenings).

MANSFIELD, OHIO, April 9. Mansfield Model Railroad Club's annual Railroadiana Flea Market at the Mansfield Masonic Temple, 1250 Middle-Bellville Road off U.S. 42 on city's south side. 10:00 a.m. to 4:00 p.m. Plenty of tables and large aisles with everything from railroad memorabilia to models. Contact: Bob Kitley, 752 W. 4th Street, Mansfield, OH 44906; 419/526-0680.

MANHATTAN, KANSAS, April 10. Manhattan Area Rail Joiners 4th Annual Swap Meet & Modular Display at American Legion Hall, 114 McCall Road, from 9:00 a.m. to 3:00 p.m. Admission $2 at door, kids under 7 free. Tables $1. Contact: Conrad Belnay, 2843 S.W. Engler Ct., Topeka, KS 66614; 913/273-3388. ⊂

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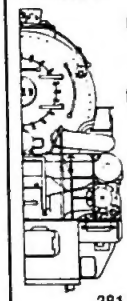

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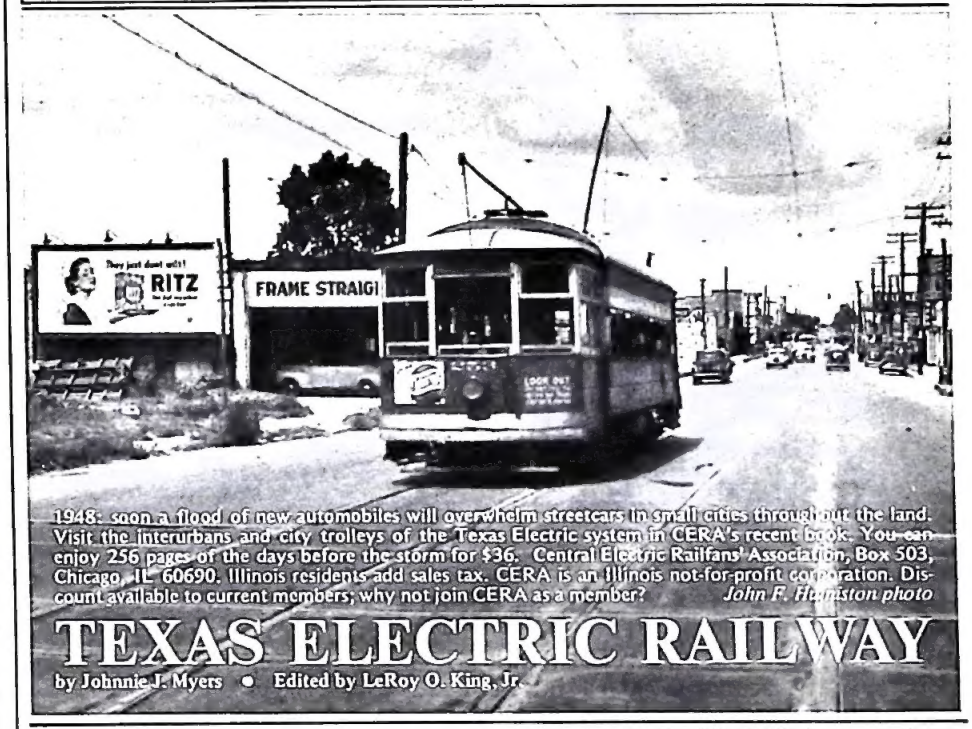

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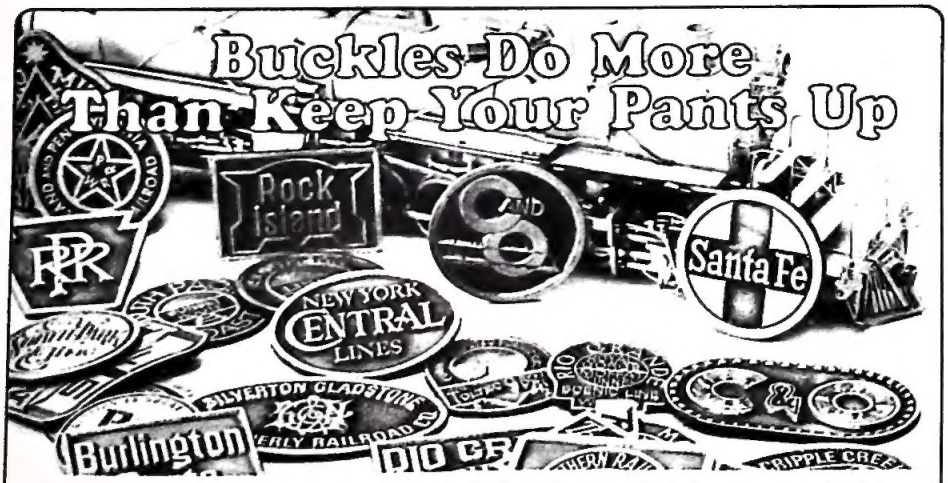

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train makes its station stop and departs with exhaust, whistle and church chimes all playing out together. This record is mono only and priced at $8.95. Other Link records featuring J action are his original "Sounds of Steam Railroading," mono only at $8.95, and his latest, "Mainline to Panther," in stereo only for $9.95. These are all excellent quality recordings and available from *O. Winston Link Railway Productions*, 381 Park Ave. South, New York, NY 10016.

Calendar Call

It seems there are two things in this hobby that are eternal: the memory of the Pennsylvania Railroad and Don Wood's "All-Pennsy Calendar" from *Audio-Visual Designs*, P.O. Box 24, Earlton, NY 12058. The 1983 version continues the Pennsy calendar's tradition of excellent quality of both photography and reproduction on the handsome 16"×22" pebble grain stock. January starts the year out on a high note with the calendar's only color photo, a classic pose of red GG1 4877 and stainless coaches at South Amboy in July 1981, with the following months carrying black & white photos of an E6 Atlantic, the 6-8-6 turbine, EMD SDs, an M1 4-8-2, a K4 Pacific, a pair of 0-6-0s, no less than five sets of E7s at Bay Head, an L1 Mike at Enola, a pair of "big keystone" GG1s on the Krushchev special, doubleheaded K4s and a head-on view of an I1 2-10-0. It's an extremely handsome calendar for $5.50 postpaid (N.Y. res. add sales tax).

With a history of very good calendars in the past, this year's "1983 NWI Calendar," published by the *North Western Illinois Chapter NRHS*, P.O. Box 5632, Rockford, IL 61125, features the best black & white reproduction yet and is definitely on a par with the best of the black & white calendars. In an 11"×17" folded-out wall format, this calendar features 13 scenes (January 1983 through January 1984) photographed by chapter members including the cover scene of NKP 2-8-4 765 at night on the TP&W; an ITC GP7 and Conrail GP38-2 at night; Soo FAs; C&NW Geeps with EMD GP20 demonstrators; BN SD45 leading a modern mix

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wer the Columbia River bridge at Wishram, Wash.; an E8/E7B on Rock Island's *Twin Star Rocket* in 1957; TP&W 2-8-2 in 1938; IC Paducah Geeps at Mendota, Ill.; CB&Q Es on the *Morning Zephyr;* a Grand River Ry. interurban in 1954; Milwaukee SD40-2s at Red Wing; a Milwaukee 2-8-2; Rock blue Geeps; and an Amtrak F40PH on the *Black Hawk* at Rockford, Ill. It sells for $5.95 postpaid.

Some interesting and unexpected subjects show up in the nicely done black & white 11"×17" folded-out "Railroading in Kansas" wall calendar from the *Wichita Chapter NRHS,* c/o Allan Ramsey, Treasurer, 2756 S. Seneca, Apt. L-12, Wichita, KS 67217. January begins with a roster shot of a Midland Valley GP7, and following are an Arkansas Valley 44-tonner, AT&SF "War Bonnet" Fs, a Frisco 2-8-2, RI F2, Anthony & Northern 4-4-0, UP U50, two classes of MoPac 4-6-2s, a Frisco GP15-1 and Santa Fe motor car M-176. The price is $4.00 postpaid (make checks payable to Wichita Chapter NRHS).

Photo reproduction ranging from good to excellent marks the "1983 New Haven Calendar" from the *New Haven R.R. Historical & Technical Association,* P.O. Box 122, Wallingford, CT 06492. This 11"×17" folded-out wall calendar is printed on heavy white stock and features black & white photos of NYNH&H action including a modern 4-4-0, EP-2 boxcab electric, A-B-B-A set of Alco FA/FBs, RS3s on passenger, a big 4-6-2, a PA and EP-4 electric at New Haven, a Mack railbus and gas-electric, NH's first diesel (high hood Alco switcher), a steam shop scene and the *Roger Williams* RDCs. The price is $3.50.

For interesting and unusual subject matter, the "1983 Railway Calendar" from the *Lackawanna & Wyoming Valley Chapter NRHS* offers fair to good photo reproduction on such subjects as LV C628s, D&H Alcos, an LV 4-6-2 on the *Asa Packer,* EL A-B-B-A Fs, doubleheaded Reading 4-8-4s and some particularly fascinating views of electric and diesel (leased DL&W SW1) action on the Lackawanna & Wyoming Valley. The format is 8½"×14½" folded-out wall size and sells for $2.50 postpaid from *Calendar,* P.O. Box 1152, Scranton, PA 18501.

Another smaller format calendar is the 8"×12" folded-out "Salamanca Rail Museum 1983 Calendar," which features good b&w photo reproduction on such subjects as a B&O steam passenger train, an Erie Pacific meeting a Mike, a B&O GP35, an EL GP35/F7B/SD45 set, a BR&P Mallet on jacks in the East Salamanca Shop, P&S engines in the 1942 Olean flood, a B&O 4-6-2 and some scenes of local interest like the East Salamanca B&O YMCA. The price is $3.00 postpaid from the *Salamanca Rail Museum,* P.O. Box 270, Salamanca, NY 14779.

And if you're one of those who want to remember the train around the Christmas tree all year long, try the "1983 Lionel Collectors Association of Canada Calendar." In an 11"×17" folded-out wall format, it features good photo reproduction on scenes of collectors item model trains ranging from a Hafner wind-up through a variety of Lionel trains to a beautifully detailed and painted HO brass CPR G2 4-6-2 and a tinplate "kitbashed" Lionel CPR standard Hudson. The price is $3.75 postpaid (Canadian) from *LCAC Publications Calendar,* P.O. Box 976, Oshawa, Ontario, Canada L1H 7N2 (10% discount on orders of three or more).

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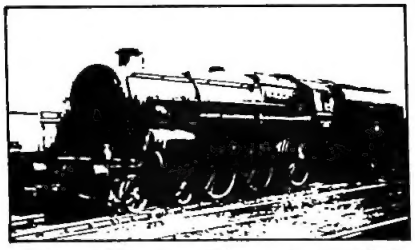

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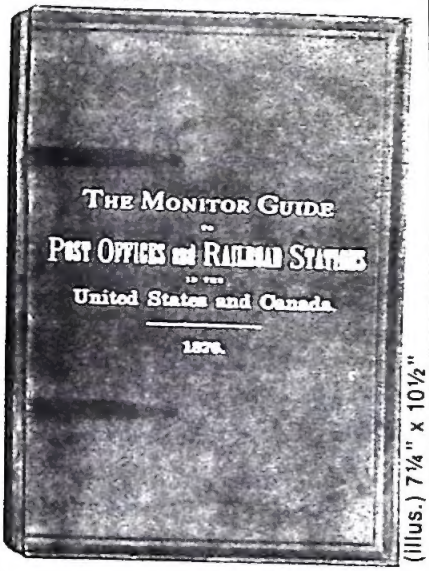

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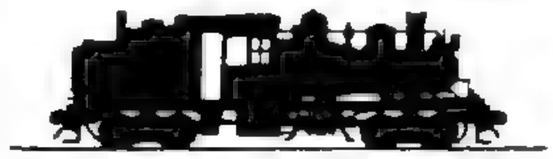

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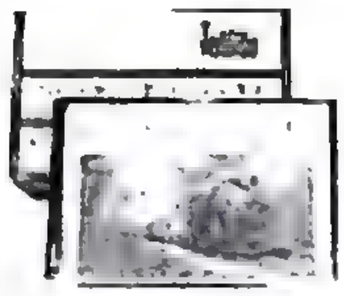
Recording Review



"J-Okay!" 30-minute stereo cassette tape (Railtape 154, $4.95) and "Pride of the Southern: 2716," 60-minute stereo cassette tape (Railtape 118, $7.95), from Custom Steam Productions, Ltd., 146-12 33rd Ave., Flushing, NY 11354.

Even though I fully understand how it's done, it never ceases to amaze me how swiftly small companies like Custom Steam Productions can edit, master and produce professional quality tapes of today's steam locomotives. And make no mistake, these *are* excellent professional quality tapes. The Southern's ex-C&O 2-8-4 2716 was taped on five roundtrips between Alexandria and Charlottesville, Va., in July 1982, and the N&W's 4-8-4 611 was taped on the Labor Day Weekend 1982 runs from Roanoke to Norfolk and Alexandria—and it's doubtful that an entire year of following either engine could have produced substantially better content after editing.

In both of these tapes, Marc Balkin has recorded his subjects in a full variety of situations and then presented them on the final tape in an interesting and appropriate manner. Included are the expected runpasts at various speeds plus good side-by-side pacing and in-cab and on-train sequences.

The "J" is a subtle locomotive when it comes to sound, with a very understated exhaust and sometimes elusively deep whistle, but Marc has captured it surprisingly well. There are three runbys on the half-hour tape, two upgrade at medium speed and a fast one on the Norfolk run. These put the engine nicely in context and bring out its "effortless" performance even on tough grades. This is particularly evident on Side Two, which is made up of a 14½ minute cab ride up the 1.2% Blue Ridge Grade with the 15-car train. Probably the most exciting sequence, however, is the cab ride of the photo runpast near Bedford on the N&W, which begins with the engine backing up and then stopping—complete with in-cab talk and radio chatter. Then comes the highball, and the J erupts in a dramatic demonstration of her legendary ability to accelerate. Great stuff!

While there is no side-by-side pacing on "J-Okay," the 2716 tape uses that technique superbly. There's a nice 35-m.p.h. pace into Remington followed by a 60-m.p.h. sprint up the "Rapidan Speedway" on the Southern main, but by far the best is a northbound piece where the 2716 slows almost to a stop for a 10-m.p.h. bridge restriction and then opens up with some superb acceleration sound. I was the car behind Marc on the road and remember thinking at that time, "Wow! Is this going to make one great tape!"

The 611 and 2716 are very different sounding engines, and it's interesting to compare the 611's soft-spoken authority with the crisp vocabulary of the noisy Van Sweringen Berkshire. And both have deep whistles, the J with her original N&W and the 2716 with an ICRR 4-8-2 steamboat.

The 2716 tape, by virtue of its hour length, has more and varied sequences than the 611 tape, but both give a good mix of situations. Unique to the 2716 tape is the engine working hard through a heavy rainstorm—complete with an appropriately-timed thunderclap. That thunderstorm is no phony, as I can verify by having been there that day and remembering its unexpected intensity.

These two tapes are worthy additions to Custom Steam Productions' fine library, built up over the past ten years. All prices are postpaid; send business-size SSAE for their complete catalog—J.B.

Videotape Review

"N&W J 611," by JMJ Productions, 1682 NE 205 Terr., Miami FL 33179; 114-minute color videotape (tape number 282-B), available in VHS or Beta formats; $64.95.

First off, let me point out that this is a two-hour tape selling for the price of most one-hour tapes. Secondly, it is a very high quality production with an excellent subject well photographed on professional equipment. Thirdly, I think it could use a bit of editing.

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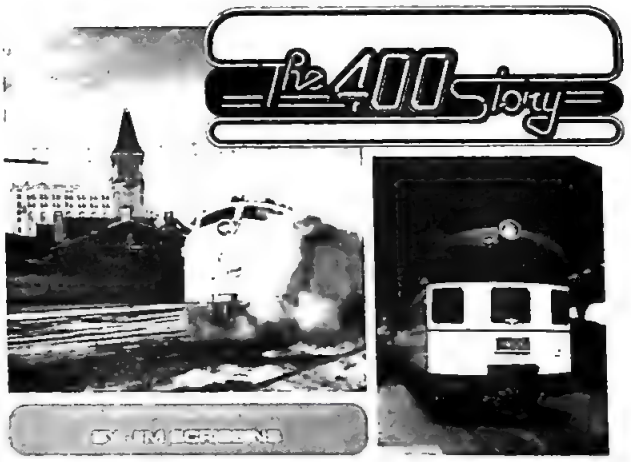

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an impressive engine, this tape should dispell them, for included are fine examples of her sharply accelerating, running at high speed and romping down the main lines of both N&W and Southern in August and September 1982. And you've got to agree that JMJ Productions knew how to plan ahead, for the first shots in this tape include the 611 on display "in the garden" *before* her removal from Roanoke Transportation Museum. They then move to Birmingham, Ala., for the beginning of her August ferry move to Roanoke and then follow her to Atlanta, Salisbury and Lynchburg. That is then followed by a tour of the Roanoke Transportation Museum just before Labor Day weekend and her debut passenger runs to Norfolk and Alexandria.

As advertised, there are over 35 runbys and numerous pacing sequences in addition to some related diesel footage. The story is told in chronological order, and the narration is concise and inobtrusive—the 611 is permitted to do most of the talking, and on a few of the extreme-telephoto views where the engine is beyond sound range, appropriate music fills in but always fades out in time to get all the locomotive sound when it gets close enough to be heard.

And there are some truly impressive runbys including start-up acceleration and fast running. The scene from the Blue Ridge Parkway in beautiful early morning light of 611 marching uphill at about 35 m.p.h. under a magnificent plume of steamy exhaust with full sound is particularly memorable.

In a few instances before important runby sequences, they "set the scene" by carefully viewing the surrounding area—mountains, streams, bridges etc.—very much like a railfan would while waiting for the train after arriving at his "spot." The Blue Ridge sequence and a couple of bridges on the Southern were particularly well handled in this respect. And on the few occasions where diesel trains showed up first—like the Amtrak *Crescent* or SR and N&W freights—they are given full runby treatment.

While impressive overall, this tape does have its lesser moments. Some scenes are carried far too long, especially in the "going-away" sequences, and the poorly lighted and painfully slow arrival in Salisbury was milked far beyond any justification (about half way through I treated it like a TV commercial break for a trip to the mens' room and a quick raid on the refrigerator, only to return and find the consist still clumping slowly past). The tour of the static displays in the Roanoke museum seemed about twice as long as it needed to be, and a few of the pacing pan shots should have been edited to cut out the amateurish views from inside the pace car—showing window posts and windshield reflections and sometimes very little train—before the equal amount of good pac-

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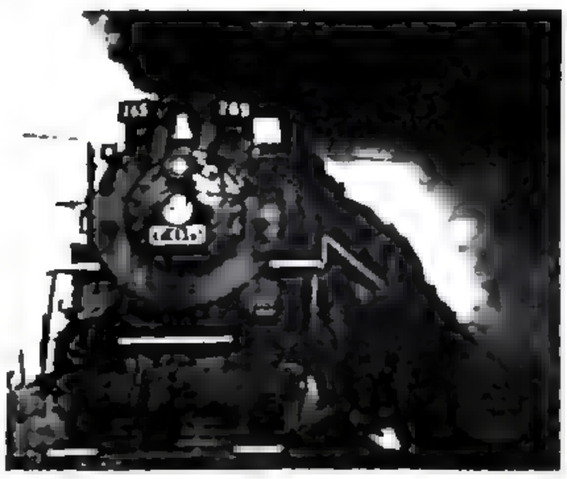

A Nickel Plate Berk in full stride is an awesome sight, one that you can enjoy many times in this new video program. At 65 mph on the old W&LE, she looked right at home, but in the mountains of Southern's "Rat Hole" division, she looked even better! Ride the cab, watch her from the air and see one of Lima's finest do some "Wheeling in the Rat Hole!" Order today!

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ing footage showed up.

Keep in mind, however, you are getting 114 minutes of tape for the price of 60—and even edited to my suggestions, you'd have 95 minutes of some of the best railfan video footage available anywhere. This tape is great entertainment and a fine value for the money—J.B.

Radio Review

Bearcat 100, 16-channel portable, programmable scanning monitor radio manufactured by Electra Company, 300 East County Line Road, Cumberland, IN 46229, and available from rail hobby retailers and electronics retailers. Suggested retail price $449.95.

What would you consider to be the most desirable features for a scanner radio for general railroad enthusiast use? Adequate range and good reception quality would, of course, come in high on the list. Compact size for take-with-you capability would be important. It should operate for at least a full day on rechargable batteries and should be a self-contained unit without the need for carrying bags of small parts to make it adaptable to the many railroad frequencies used throughout the country.

The "Bearcat" 16-channel programmable scanning receiver rates highly in most of these areas, and it appears to be the most adaptable general use receiver for railfans yet produced. I tested the Bearcat 100 in a variety of areas in the eastern United States, using both the railroad and emergency vehicle (public service) bands, and subjecting the radio to as many variations in geographical features and intereference from other sources as possible.

For railroad use, the radio has a dependable range of five miles for locomotive radio tansmissions, and somewhat less for the lower output units carried by train crewmen. At seven miles from the source of transmission, the sound quality began to diminish noticeably, and at about nine miles the breakup in sound quality was enough to make it difficult to understand what was being said. The higher powered transmitters used for dispatchers channels and line repeaters on some railroads could, of course, be picked up at much greater ranges and sometimes provided some useful information even though it was not possible to hear the train reply to the dispatcher.

The programmable feature allows the radio to be adapted to a wide variety of uses within the eight frequency bands it is designed to monitor (four public service bands; 2-meter and 70cm Amateur and Federal and Military

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Land-Mobile bands). I found that all 16 channels could not be used for scanning at one time because the cycle time for the radio to monitor all 16 results in the first second or two of conversations usually being "clipped." In practice, it appears to be most convenient to actively monitor no more than eight channels and use the other eight for stored frequencies.

The search feature allows you to program two frequency limits into the radio and search between those limits for any active frequency. In testing this feature against some known sources, I found its accuracy to be amazingly good. Having a radio with this capability allows you to go into an area without frequency information and find the frequencies which are in use, making the radio a self-contained information center. The search process provides you with a readout of the frequency it has found and allows you to enter it into the radio's memory. Both normal and search programming are extremely quick and easy: After the first couple of times you'll be doing it without having to read the instructions.

My testing of the radio was done with the standard "rubber ducky" antenna, which is designed for general use. There are now appearing a variety of aftermarket antennas for this type of radio which may allow selection of one more specifically designed for railroad frequencies. Bearcat also has available a whip-type antenna for this radio.

If the reception could be faulted at all, it would have to be indoor use, which is not as good as would normally be expected with a crystal scanner. The reception with the Bearcat 100 was better than with tunable receivers both indoor and outdoor. In the automobile, the Bearcat 100 preferred standing upright to being laid on its side (Bearcat provides a statement in the instructions that the radio may give better reception in specific orientations). The radio is affected by automotive accessories and particularly liked the digital clock, stopping its scanning and locking on a channel whenever it was held within a foot of the clock or the wires leading to the clock. Relocating the clock under the dashboard solved the interference problem and gave the scanner a clear field in which to operate.

Bearcat provides a belt carrying case with the radio, which I seldom used since the radio is somewhat larger than hand-held crystal scanners. Its dimensions are 3"×7"×1¼", and it is heavy (18 oz.) for its size. I found it more convenient to carry it in a jacket pocket and set the radio down on the ground when stopping in a place for any length of time. The carrying case helps to protect the programming keys from being struck inadvertantly, as it is possible to stop the scanning and alter the programming by carelessly allowing the radio to strike anything solid. If you are using the radio in a busy area and it suddenly falls silent, it is best to manually check the channels to make sure the program was not altered by an accidental bumping of the keys. Rough handling may also cause the batteries to momentarily loose contact, which will erase the programmed channel entrys and also cause sudden radio silence. In several weeks of testing, this only happened twice despite rough use. If you make a note of what frequencies you have programmed into the radio, it only takes a minute to restore the memory of the receiver.

The radio has an internal charging circuit and a plug-in transformer for re-charging the batteries from 110-volt outlets. The batteries which were supplied with the radio were adequate for six to eight hours of continuous full volume use. If you require a longer operating time—as would very likely be the case during the long daylight in the summer—you could carry an extra set of the rechargable batteries or six AA-size alkaline cells. A good option for Bearcat to consider for this radio would be a plug-in 12-volt charger for automotive use, as none is presently available. A note of warning for anyone planning to make their own adapter for automobile use: Bearcat advises that the radio is polarity sensitive and will be damaged by reverse polarity charging. I would also suspect that an automobile with a bad voltage regulator or a defective alternator diode might present some hazards for the radio if it were connected to the vehicle electrical system for charging.

The overall performance of this unit is very impressive. In the few areas where it falls short of the performance of a crystal scanner, the margin is not as great as might be expected. It has the infinite adaptability of a tunable receiver and provides better reception than most of the tunable units I have seen. And the Bearcat 100 has all the major features of the top-of-the-line programmable receivers which have been previously limited to sitting in the front seat of the automobile due to their size or lack of an internal power source. The only area where it might be at a distinct disadvantage to a crystal scanner is the rare occasion where you require absolute maximum reception range, such as following a train through difficult terrain. The Bearcat

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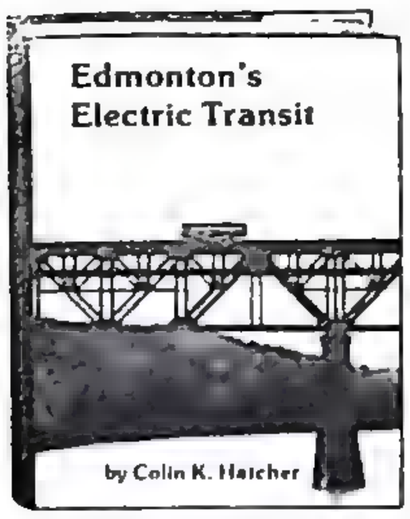

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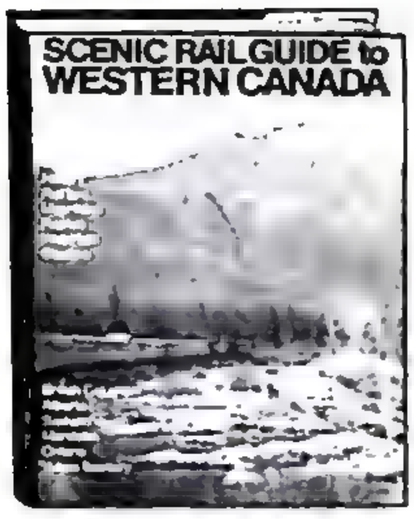

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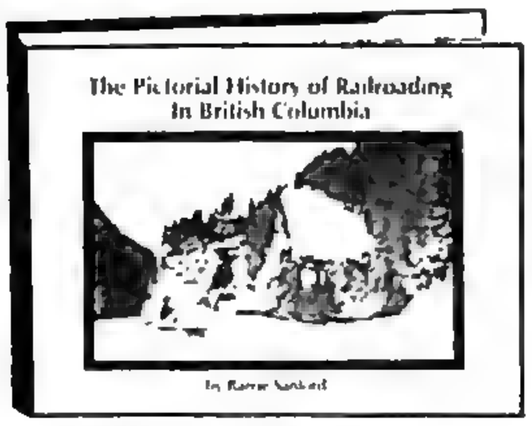

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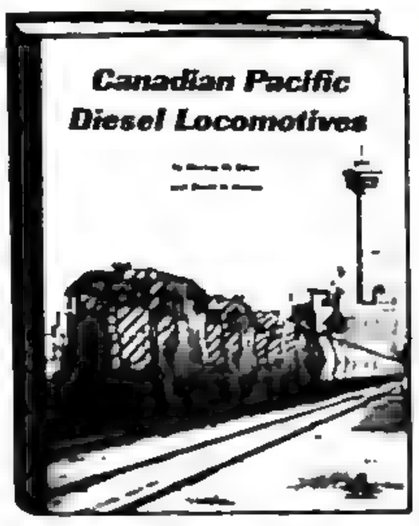

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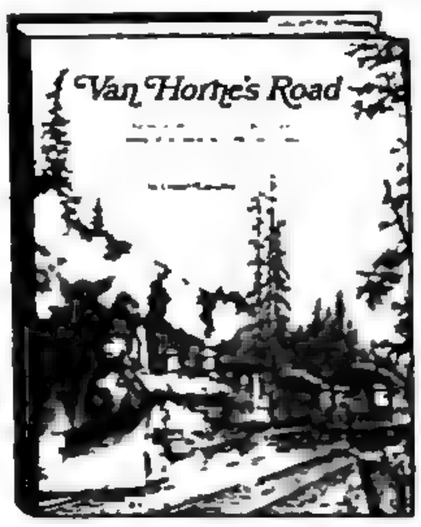

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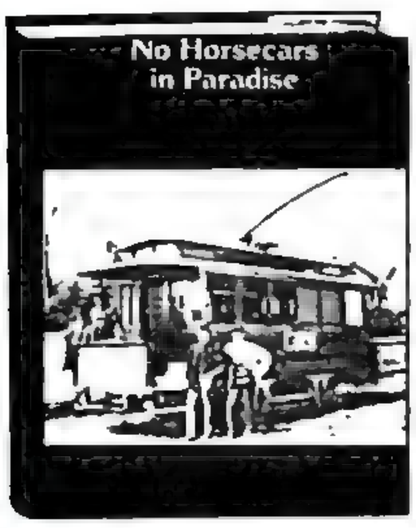

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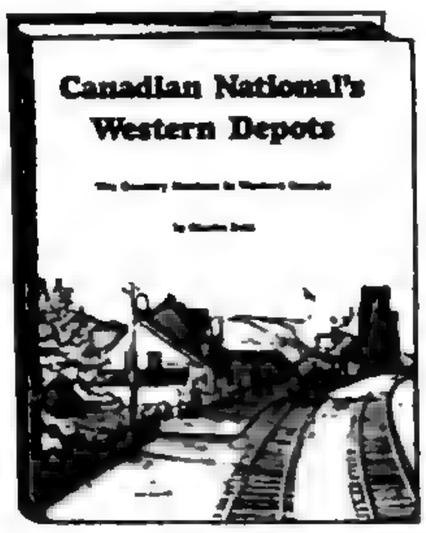

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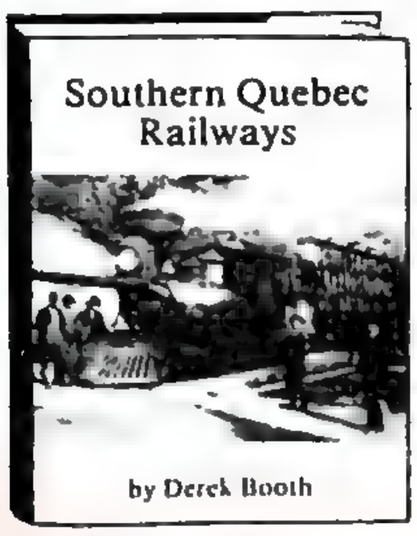

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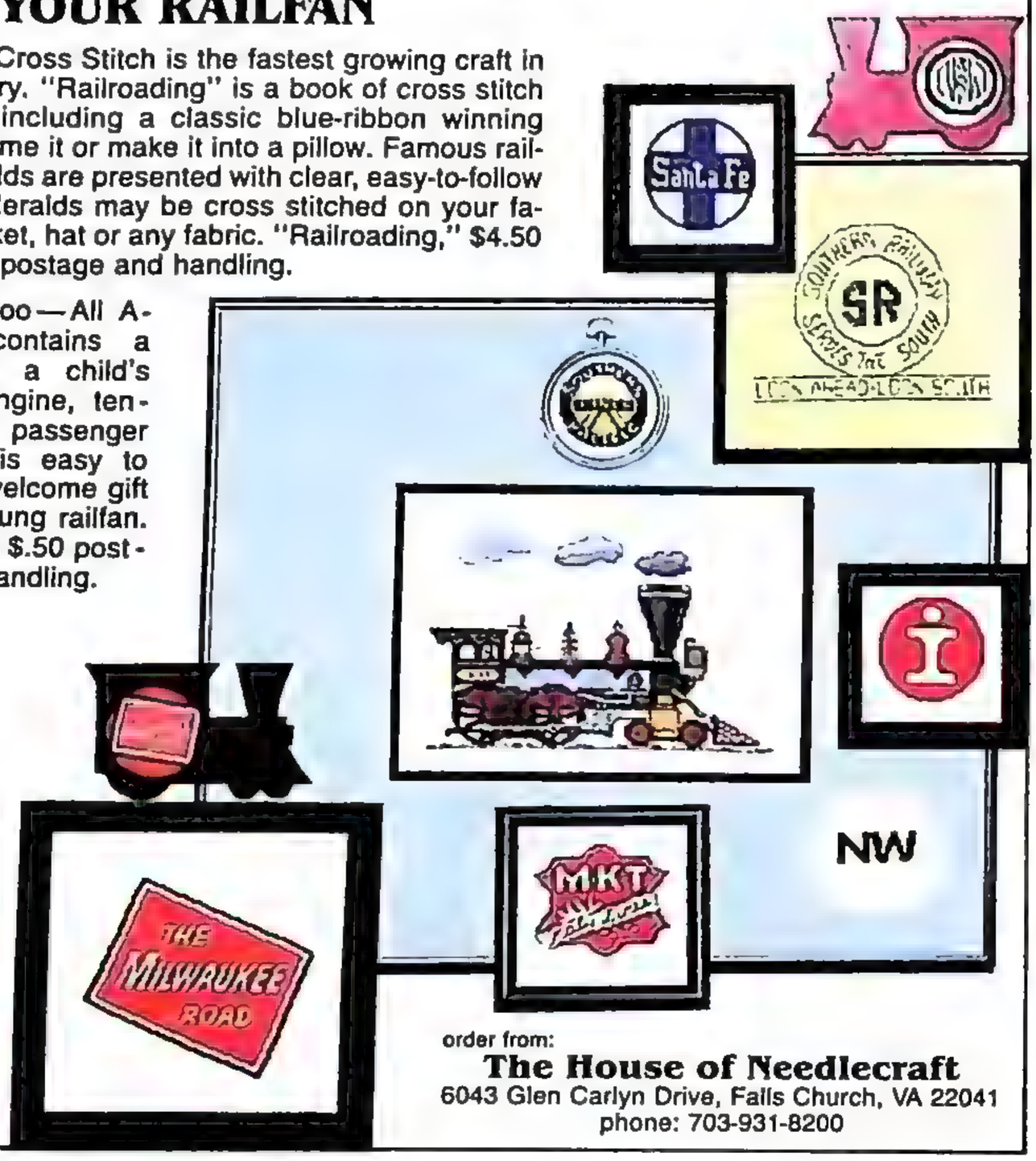

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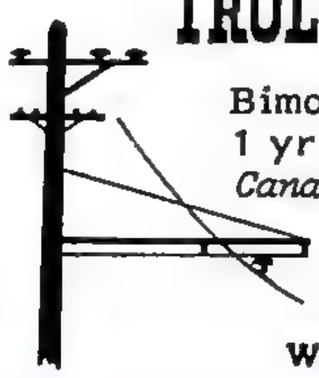

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When the N&W J was running this fall, I headed down to Roanoke and Bluefield with a couple of fellow railfans for what turned out to be a long weekend of unbelievably good weather (we were speculating that West Virginia used up its next two-and-a-half months' allotment of sunny weather over those five days). The shiny black locomotive, autumn-colored hills and sunshine combined to become a surprisingly severe test of our abilities to judge light readings, and there are some valuable lessons to be learned from the results.

My companions on this trip were Tony Koester and Jack Wheelihan, both accomplished photographers but both working with recently-acquired new Nikons. I was using my old "hand-fired" Nikon F with its mechanical needle light meter.

The matter in question is exposures and the way three people shooting similar film and cameras approached the matter of "full bright sunlight" settings. Based on years of experience with the familiar camera and Kodachrome 64 film, I was working 1/500th at f5 as my basic full bright exposure. In the many years I've been railfanning with Tony, he has worked 1/500th at f6.3 with his old

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BY JIM BOYD

Nikon F and gotten essentially the same results—in fact, during my old Pentax and Ektachrome-X days, I was shooting 1/500th at f6.3 as my full bright standard as well.

Tony was using the Nikon FM which he's had for about a year but has done relatively little fair-weather railfanning with—what shooting he did do tended to confirm the 1/500th at f6.3 that was the norm with his old Nikon F. Jack was not yet fully accustomed to his new Nikon FG, and he spent much of the trip asking "What exposure have you got?" He was caught in the middle when I would answer "f5" and Tony would counter with "f6.3."

Well, Jack must have been listening more to Tony, because when he got his film back he observed that most of his exposures seemed a little dark—nothing really bad enough to consider the shots a total loss, but just dark enough to be irritating. My shots came out properly exposed right across the board, and Tony's ranged from "right on the money" to a hair darker than I like but quite acceptable overall. Comparing our results, Tony has decided to back his "standard" down to f5.6 out of deference to the new camera.

The lesson here is: "Learn what full sunlight exposure works best for *your* camera."

Now, before everybody shouts at once, "Use your light meter, you idiot!", let me point out that most light meters will lead you

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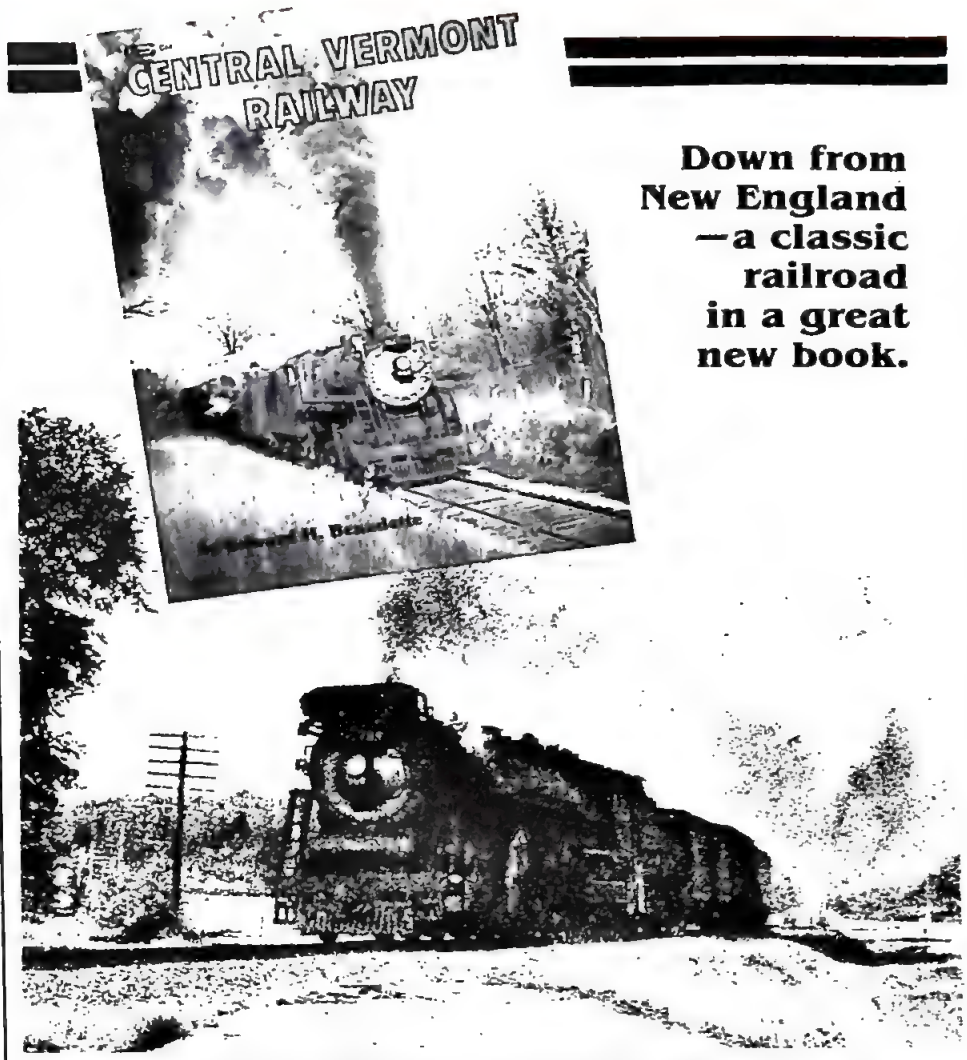

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astray under full bright sunlight conditions—light meters are *great* for unusual lighting or grubby days (all three of us tended to agree on exposures when we were reading the meters in early-morning haze or during the few instances of cloudiness), but light meters can be surprisingly tricky in full sunlight, as they can be fooled by too much sky or shadowy background. I particularly remember an afternoon a few years ago at Cooper, W.Va., where the N&W main punched out of a tunnel and crossed over the town on an impressive deck truss bridge; I followed the meter and overexposed the shot by more than a stop because the meter was reading the shadows of the trees on the hillside in spite of the fact that the entire scene was bathed in unobstructed sunlight.

Where I had gone wrong in this situation was in judging whether or not I was in "full bright daylight" conditions. Consistent full bright daylight begins about two hours after sunrise and ends about two hours after sundown in normal atmospheric conditions and with the sun unobstructed by clouds. Because of the sun's angle through the atmosphere at the extremes of the day, exposures will diminish and must be taken into consideration. The hilly surroundings at Cooper had fooled me into thinking it was later in the day than it actually was, and I went "on the meter" to compensate for the dusk that was actually hours away.

Seasonal changes are surprisingly minimal, for the mid-morning/mid-afternoon sun angles are similar, and the winter path simply eliminates the high midday lighting of summer. The intensity of the summer midday sun is compensated for by the high-angle lighting and additional shadows plus the fact that summer's green ground-cover and foliage will generally soak up more light than winter's more-barren landscapes. I have found my 1/500th at f5 has remained universal from the Oregon Cascades to the SP at Reno to the C&NW in Illinois to Horse Shoe Curve to the Maine Central at Passadumkeag. Keep in mind, though, that f5 is for *my* Nikon F and Kodachrome 64; your normal could be different. The point I'm making here is that "normal" tends to be universal.

Most meter readings in direct sunlight will be *too sensitive* to the surroundings and will tend to call for an overexposure for the type of "calendar scene" photography that typifies most railfan work. Jack discovered this on an earlier trip with his new Nikon FG in its full "program mode," which is one of the most accurate light metering systems on any camera. He observed that as the train came into the scene, the meter would open up and expose for the dark locomotive while the surrounding scene would wash out in an overexposure—you may have seen this yourself in watching railfan movies shot with modern constantly-metering cameras. Because of this and for the desire to control the shutter speed on his aperture-priority camera, Jack has made a habit of doing his railfan action photography with the camera in the manual mode. Unfortunately, during our trip to the N&W he hadn't yet developed a "feel" for what his full bright exposure should be.

What does Kodak have to say about this in its "poop sheets" that come with the film? The Kodachrome 64 exposure guide gives

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1/125th at f11, which translates to 1/500th at f5.6. This also agrees with the "Rule of Thumb" for full bright sunlight exposures that tells you to set the camera at f16 and convert the film speed to the shutter speed: thus Kodachrome 64 would be 1/64th (1/60th) at f16, which, again, translates to 1/500th at f5.6.

According to this, I like to be overexposed about a half a stop, while Tony prefers underexposure about a half stop—but the lesson is that our end results come out the same. This can most likely be explained by observing that cameras and lenses are only machines, and while they are carefully engineered to be precise and interchangeable, it's possible for the shutter speeds in cameras and mechanical apertures in the lenses to be off by a slight amount, resulting in variations in exposures between different cameras even at identical settings. Don't use this as a universal "cop-out" to explain every wrong exposure, but do make an effort to determine what full bright exposure works best for *your* camera and lenses. Then when somebody asks about the exposure you can reply "full daylight" or "with that dark hillside and the dark engine, I'd open up about a stop" and give an accurate but *relative* answer; that "stop open" might be f3.5 for me and f5 for somebody else, depending upon where his full bright daylight is centered.

All sorts of things contribute to a "correct" exposure. For instance, during our trip Jack was using his preferred Ektachrome 64 but borrowed a roll of Kodachrome 64 when he ran out. Now, 64 is 64, right? Not necessarily. Kodachrome is a more contrasty film, and it will react to lighting conditions differ-

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ently than Ektachrome. I always feel very uncertain when I have to change film, because I have little experience with anything other than Kodachrome 64—this is because I believe any photographer should "get to know" one film and stick with it so that exposure judgements can be made even when there's all sorts of conflicting input. Trying to learn the idiosyncrasies of two or three different films will leave you a jabbering bundle of nerves after a day of intensive photography under varying conditions trying to judge all of the variables *plus* remembering which film you're using and how it reacts under different situations.

The light meter is an excellent tool to use in grubby weather or in unusual lighting situations, but for full bright sunlight you're much better off to learn what "normal" is for your specific camera, lens and film. Then you can make the additional judgements to compensate if necessary for particular elements in the scene—bright snow, a dark engine, etc. Get to know *your own* equipment and how it reacts to different lighting conditions, and you'll seldom come back from an expensive trip with disappointing results.

Incidentally, once you get to know what your bight sunlight exposure *should* be, you'll be less likely to be led astray by a malfunctioning light meter under *any* conditions.

We'd like you to meet...

John C. Illman

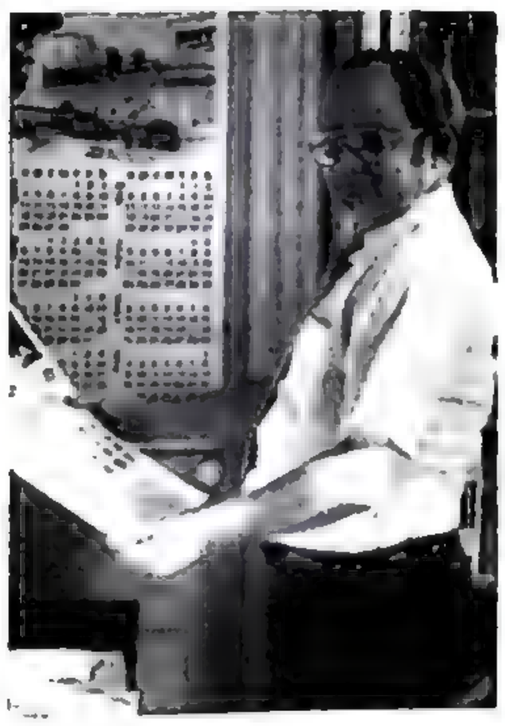
The Churchill/Lynn Lake article in this issue is the first such effort by John Illman, who, however, has had numerous photos published in *Railroad, Trains, Pacific News* and several books over the past 33 years. He was born in Seattle in 1921 and grew up there and in Vancouver, B.C., in sight of salt water shipping and GN and CPR lines. Interest in ships and trains has been life-long. He presently lives in the village of Nordland, Wash., on the northeast corner of the Olympic Peninsula, with a view of all the ships entering Puget Sound. Tugs and car barges bound between Seattle and Port Townsend, North Vancouver and Alaska are the only rail traffic visible from his waterfront home. The nearest railroad, short line Seattle & North Coast, is some twelve miles away. He keeps in touch with both local rail and marine activities with a Bearcat 210 scanner.

John is a (very happily) retired research chemist. A graduate of the University of Washington, he worked for many years at Shell Oil's main research laboratory near Oakland, California. His active railfanning began in 1948 when he lived in Albany, Cal., just across the street from the Santa Fe branch into Oakland, where BART trains now glide overhead. The 3450-class Hudsons which pulled the passenger trains, except for the *Golden Gates,* are still his favorite steam engines.

A Ciroflex twin lens reflex was his first camera. In 1950 he bought a 2¼ × 3¼ Speed Graphic, which he still uses almost exclusively, with Tri-X pan film in a 120 roll film back. The camera draws comment from young fans. He took 8mm and Super 8 movies for many years but gave the camera to one of his daughters so as to get movies of her two boys. The laundry room serves as darkroom for printing sessions when a few rolls of film have accumulated.

Other than rail action photography, his hobby interest is in collecting employees timetables. For a number of years he was vice president of the California-Nevada R.R. Historical Society and is an inactive, associate member of the Puget Sound R.R. Historical Association and of two steamship historical societies. He is no real historian, however, and specializes in no particular road but is partial to short and logging lines of the West. Several times a year he tries to get out for a few days at a time in his Toyota pickup, with sleeping bag and a bit of food, to concentrate on a particular road or area and rides occasional regular or excursion trains in territory of interest.

Marjorie, his wife of 39 years, tolerates his hobby, but he tries not to overdo it when they are traveling together. They have three children and four grandsons. One daughter lives in Bogotá, Colombia, and John and Marjorie have traveled there three times over the past eight years, including once alsó to Peru and Ecuador. They plan another trip in the near future. They have ridden several interesting lines in those countries and have 35mm slides of those roads taken with a Beseler Topcon, the Graphic being too bulky to cart along.



LaVerne Andreessen

"Andy" Andreessen of Waverly, Iowa, while making his first presentation in this issue of R&R with the text for Phil Hastings'

snowplow photos, is no stranger to members of a couple of Midwest-based railfan organizations. He is active in the Chicago & North Western Historical Society, where he conducts the railroadiana auction at the annual meeting each May. An auctioneer by avocation as well as profession, he is also known to the readers of the *Mixed Train*, a typewritten publication of nearly 35 years running issued by the Omaha/Council Bluffs Camerail Club.

Born in Stout, Iowa, on the North Western's Belle Plaine to Sanborn branch, he was introduced to trains at an early age. "My parents recall the time in mid-World War II when I jumped out of bed at 2:00 a.m. and ran down the stairs in time to see the lights of a westbound extra as it passed through town." As a youth, he was a frequent sight at the local depot and stockyards, where his uncle was a stock buyer. In the late 1940s and early 1950s, livestock was still shipped by rail, and the "time freight" frequently stopped each Saturday and Sunday for stock. Coupling air hoses and otherwise getting the stock cars ready for pickup, he was rewarded with cab rides on the steam locomotives. The C&NW steam power consisted mainly of J-class 2-8-2s and the ubiquitous R1 class 4-6-0s. The branch line passenger, discontinued in May 1950, was known as the "dinky", a two car gas-electric that was frequently supplanted by a steam powered train that might have a J-class on the head end.

LaVerne's academic background includes B.A. and M.A. degrees from the University of Northern Iowa in Cedar Falls, where he is an assistant professor of accounting. Prior to rejoining the UNI faculty for "the third time" in 1980, he was employed as a high school teacher in the early 1960s, as a staff accountant with a CPA firm, and as a corporation controller. A certified public accountant, he is a tenured member of the faculty and a person who thoroughly enjoys his work. Students entering his railroad-decorated office are amazed at how he remembers their home towns but frequently forgets their names. "Chances are I have been through most of the towns in the northern two-thirds of Iowa — particularly if the town has or has had rail service."

After graduation from high school in 1957, he worked for the C&NW for two summers as a relief station agent. Luckily, a hometown station agent taught him the rudiments of telegraphy. "I could just get by on the wire, but they hired me anyway. I still laugh when I think of the trainmaster who examined me on the book of rules. He was so impressed that he stopped mid-way through the examination. He just happened to ask the right questions, or we might still be there." After spending a couple of summers bouncing around northern Iowa and southern Minnesota as a relief agent/operator, he transferred to train service. He worked as a trainman on freight trains on the Belle Plaine to Mason City and on the Mason City-Fairmont-Tracy segments of the Iowa Division. "Those were good jobs; that 126 carried a large amount of packing house traffic, and we had almost a solid train of reefers, tanks and piggyback trailers, as well as stock on most runs."

After working two summers as a C&NW trainman, he joined the Illinois Central as an operator in 1963 and worked for them again in the summer vacation periods of 1964 and 1965. "I copied more train orders on the IC in a day than I did on the C&NW branches in a month," he fondly recalls. While with the IC he managed to work several of the "better" freight agencies and also worked one month at the busy East Cabin interlocker in East Dubuque, Illinois. At that location, CB&Q and CGW trains operated over the ICRR; the "Q" operated five passenger and four freights each direction daily, and the CGW had two freights each direction. The ICRR operated five freights and two passengers each direction as well, and, while it was a hard job to work for some people, Andreessen found it very enjoyable. "I delayed the *North Coast Limited* for five minutes one afternoon but never heard anything about it, but delay one of the IC's early morning meat trains and you would answer correspondence for a month on that."

One of Andy's favorite activities is visiting train dispatching offices. He enjoys the details involved in operating a division: power assignments, consists, special movements and train orders. This penchant for details undoubtedly is a reflection on his professional education in accounting and his past railroad experience. "Too many fans get wrapped up in one aspect of railroading such as engines or passenger cars and miss out on other interesting parts such as track repair programs, car shops and related supporting programs." He believes that fans ought to become acquainted with employees of their favorite roads, and, if possible, become acquainted with the local officials as well. These people often serve as a valuable source of information, and it is possible to often find out days in advance regarding some special event or a change in operations. "I guess I'm lucky to have worked and gained practical experience to be fluent in the three essential languages: English, railroad and profane," as he explains it.

In addition to enjoying the train dispatching atmosphere, he is fond of operations on the C&NW's double track Iowa Division. He owns several scanners ("How can you be a railfan without one?") and currently manages to increase his slide collection with a Pentax K1000 and a Soligor zoom lens. He is the owner of over 10,000 feet of "shaky" 8mm movies from the early 1960s through the mid-1970s. While photography is an interesting aspect of the railfan hobby, he certainly does not consider it the end in itself.

Andy and his wife Donna, who is one of his former accounting students, are the parents of two-year old Becky. They have traveled by rail including trips on the *California Zephyr*, Burlington and Rock Island trains, the *Silverton* and an especially memorable trip on the CNR's Winnipeg to Churchill, Manitoba, train. High points in his railfan career also include a cab ride on Canadian Pacific SD40-2s through the spiral tunnels at Field, British Columbia, as well as rides on the helper engines at Rogers Pass.

The Andreessen home in Waverly, equipped with a rooftop scanner antenna, is decorated in a railroad motif. Andy is especially fond of rail fiction and continues to purchase many railroad items that appear in the several auctions he conducts each year for area estates and related liquidations. One of the landmarks distinguishing his home is a C&NW whistle post and a CGW "flanger star" near the driveway, along with a mailbox mounted curbside on a Burlington, Cedar Rapids & Northern switch stand. Andy says that any railfan traveling in the area is welcome at the Andreessen household. "We have had several fans stop and stay overnight when my previous acquaintance was only correspondence with them."

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Railnews

ACE 3000 AGREEMENT REACHED After long negotiations, agreement was reached in early November 1982 and a contract was initialled among the partners to begin production of two prototype ACE 3000 second generation steam locomotives. The partners—American Coal Enterprises, Burlington Northern, Chessie System and Babcock & Wilcox—agreed on the financial arrangements for the $50 million project which would provide two "Dash-8" 4-8-4+4-8-4 prototypes within 24 to 36 months (likely roll-out date, spring 1985). The locomotives will be built at the Babcock & Wilcox plant in Canton, Ohio, and testing is expected on the New River line of the C&O in West Virginia.

The ACE 3000 (described in the January 1981 R&R) is a coal-fired, computer-controlled reciprocating steam locomotive designed to be economically competitive on today's dieselized railroads. Developed by a design team put together by Ross Rowland and Bill Benson as American Coal Enterprises, the ACE 3000 locomotive will use a microprocessor to monitor and regulate a compact state-of-the-art gas-producer furnace and boiler to feed (on the Dash-8) two sets of compound, four-cylinder 4-8-4 running gear. The four-cylinder opposed/balanced drive will eliminate the "dynamic augment" rail pounding of conventional steam-era designs. An improved condenser will recycle the boiler water for a drastic reduction in boiler scale build-up. All locomotive components will be in modular form for quick change-out maintenance, and the cab and outer shell of the ACE 3000 will resemble a typical cowl diesel unit.

The initially proposed ACE 3000 was the "Dash-4" version, which was used in virtually all of the illustration artwork. The Dash-4 is a 4-8-2 capable of 70 m.p.h. speeds; it is double ended and consists of two units, the boiler/running gear unit trailed by an unpowered "support unit" (tender) which contains the coal supply and condenser plus a rearward-facing cab. The "Dash-8" prototypes which will be built will use the same size boiler as the Dash-4 but will feed two sets of 4-8-4 running gear, one set under the boiler unit and one under the support unit, with the coal bunker suspended between them. The two running gear units will double the locomotive's pulling power but will reduce the full-throttle working speed to about 45 m.p.h.—a speed ideal for the heavy coal train service for which the Dash-8 is intended. The BN is interested primarily in Dash-8 ACE engines for its Western coal trains, while Chessie is interested in both the Dash-8 and a later Dash-4 for general service. It is the very high projected fuel cost savings that has encouraged BN and Chessie to put up hard money to help put the ACE 3000 on the road.

OKLAHOMA-KANSAS-TEXAS After shutting down earlier in the year when agreement to purchase ex-Rock Island trackage in Oklahoma could not be reached with the RI's trustee, the OKT subsidiary of the MKT went back into business on November 1, 1982. The trackage—primarily the north-south Herington-Ft. Worth main plus the El Reno-Oklahoma City spur—was purchased in October by the MKT, State of Oklahoma and OKT Rail Users Association. Oklahoma Governor George Nish joined MKT President Harold Gastler to celebrate inauguration of service on November 1 and then celebrated a landslide reelection the next day.

EXIT THE TURBOTRAINS After nearly 14 years and what the railway reports as six million miles of service, VIA Rail Canada's last surviving United Aircraft TurboTrains have been retired in favor of new LRC consists. The era ended for the distinctive but sometimes problem-plagued equipment on October 30, 1982, as the last scheduled TurboTrain departed Toronto with Montreal-bound VIA No. 64, the *Meridian*—BRIAN C. NICKLE.

ENTER THE *INTERNATIONAL* On October 31, 1982, Amtrak and VIA Rail inaugurated the first passenger service since 1965 through the Sarnia-Port Huron tunnel with the new Chicago-Toronto *International* on the old CN/GTW route. The first westbound had a VIA consist of LRC locomotive 6901 and six *Tempo* cars plus VIA office car *Bedford*, while its eastbound counterpart had Amtrak F40 316 and an Amfleet consist. The LRC set was used for the first run only, and until a proper LRC set can be readied, Amfleet is reportedly handling both sides of the schedule. The *International*, which replaces Amtrak's *Blue Water Limited*, runs a daytime-evening schedule in both directions.

BURLINGTON NORTHERN At least one of the two GE 136-ton centercab switchers acquired by the C&NW in early 1979 is now on lease to the BN. The C&NW 1198 and 1199 were initially assigned to Proviso but spent most of their C&NW careers in the ore yard at Escanaba. In fresh BN paint, the 1101 (not known to us which of the C&NW units it is) was bound for Northtown Yard in Minneapolis in mid-October for testing. The fate of the other C&NW centercab was not reported.

THE HARTWELL RAILWAY Transporting his 1925 Baldwin 2-6-2 from Tampa, Fla., to Hartwell, Ga., turned out to be a more expensive task than anticipated for its owner, Frank Pollock, Jr. The former Reader Railroad 11, originally built for the Caddo & Choctaw, is a typical Baldwin short line 2-6-2 which Pollock bought in 1976 and briefly operated on the now-defunct Orange Belt Railroad in Florida. Next summer the 11 will be used in regular tourist service on the Hartwell through a scenic state park on the ten-mile line to the SR connection at Bowserville, Ga. The engine was to have been moved by rail the full 560 miles from Tampa to Hartwell, but in the 40 miles to Lakeland it developed such bearing problems that it was transported the rest of the way on a 28-wheel lowboy highway trailer—even after that it sat for a week at the Georgia border while weight permits were sorted out. The $3000 move ended up costing Pollock more than $18,000. He says it was worth it, though, and expects the Hartwell operation to be a success—DIANE KORTUS.

AMTRAK SPECIALS With drumhead and/or locomotive front signs bearing names not found in the timetables, Chicago's 20th Century Railroad Club has been running Amtrak excursions such as the *State Fair Flyer* to Springfield, Ill., on August 7; the *Wisconsin Dells Hiawatha* to The Dells on August 28; and the *Goal Liner* to the University of Illinois football game at Champaign on November 6. All trains carried ex-NYC observation Car 48, and the *Hiawatha* also carried the privately-owned Milwaukee Superdome previously used on the *Chessie Safety Express*. The *Goal Liner* used the tracks near the UofI stadium made famous by the numerous ICRR specials of years past.

THE *ZEPHYR* F'S The D&RGW realized a substantial fuel savings this summer when it replaced its traditional A-B-B F9 set on the *Rio Grande Zephyr* with a GP40-2/F9B set. GP40-2 3116 was kept in pristine condition for the passenger assignment, and converted Alco PB 263 was used throughout the summer as the steam generator unit. With the coming of winter weather, the need for more steam boiler capacity has brought the return of the A-B-B F9 set, led by the D&RGW's sole remaining F9A, 5771, at least until next spring. The GP40-2 will probably be used each summer as long as the D&RGW's motive power surplus continues; the Fs, however, will be kept ready.

ALLEGHENY SOUTHERN The newest member of the Rail Management Services' short line family (Ontario Lines) is the Allegheny Southern (reporting marks ASRW) which is operating former-PRR trackage in the Morrisons Cove area of Pennsylvania below Altoona between Roaring Spring and Curryville. Motive power is Ontario Midland 107, still in her former Wyandotte Terminal orange (see page 2); the Alco S4 was originally Nickel Plate 79 and later became N&W 2079 and Wyandotte Terminal 107. The bright color has resulted in the unit being nicknamed the "Orange Blossom Special." The railroad's first day of operation was September 3, 1982, with the train being manned by engineer George Hockaday (the former-D&H Alco wizard after whom one of the famous PAs was named), Supervisor Robert Reed and General Manager Bill Withuhn (see "Ontario Lines people," July '82 R&R, page 63). The railroad usually makes a mid-day run to the Conrail connection on Tuesday, Thursday and Friday or Saturday. The unit is kept outdoors but between buildings at the Roaring Spring Blank Book Co. in Roaring Spring.

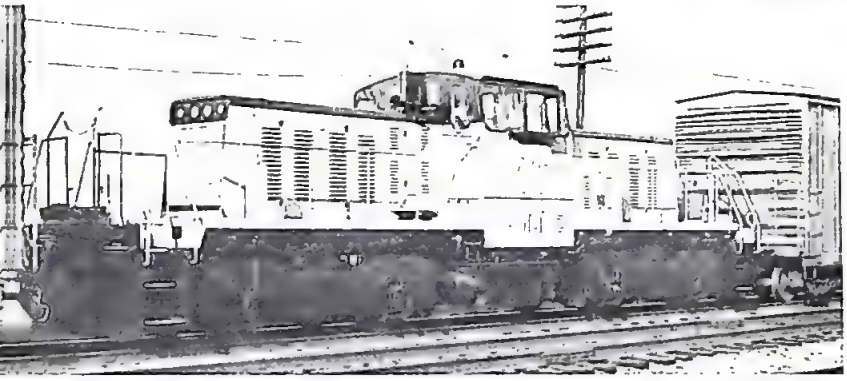
EMPLOYEE-OWNED CONRAIL? Over 90% of Conrail's current and laid-off employees recently voted to begin negotiating with the USDOT to buy the railroad. Conrail must be returned to the private sector by next year or be liquidated.

The current Conrail roster includes 61,000 workers, and the major goal of the employee group is job stability, which it hopes to achieve

ENTER THE *INTERNATIONAL*, a new joint train operated by Amtrak and VIA Rail between Chicago and Toronto via the Sarnia-Port Huron tunnel. The first westbound train is shown (right) at Woodstock, Ontario, with LRC 6901 and a Tempo consist on October 31, 1982; the eastbound counterpart out of Chicago had an F40 and Amfleet.

BRIAN C. NICKLE

BURLINGTON NORTHERN has leased one of the C&NW GE 136-ton centercab switchers for testing at Northtown Yard. BN 1101 (below) was at Eola, Ill., on October 18, bound for Minneapolis.



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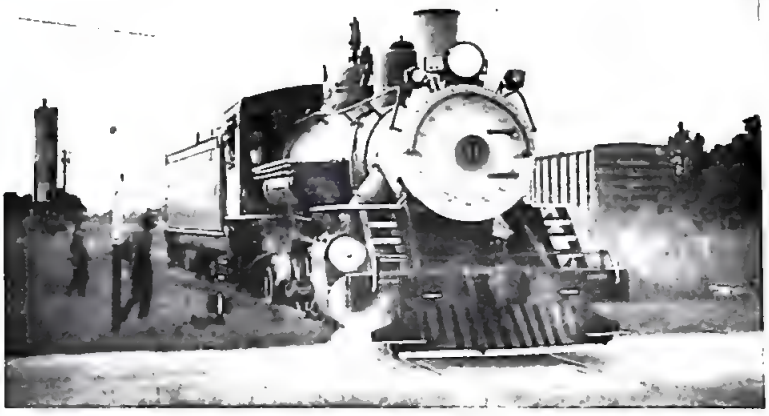
OKLAHOMA-KANSAS-TEXAS celebrated the return of service on November 1, 1982, after purchase of ex-RI lines by MKT, State of Oklahoma and OKT Users Assn. GP38-2 307 led first OKT train out of El Reno for Enid after inauguration ceremonies.



THE HARTWELL RAILWAY had former-Reader R.R. 2-6-2 11 fired up for a test run on October 20, 1982, shown here at Air Line, a small yard midway on the Hartwell. Frank Pollock's 2-6-2 will haul tourists on the Hartwell in 1983.

THREE PHOTOS: MYRON BILAS

AMTRAK SPECIALS operated out of Chicago by the 20th Century Railroad Club last year included the *Dells Hiawatha* (left) on August 28, *State Fair Flyer* (above) on August 7, and *Goal Liner* (below) to Champaign on November 6.

Railnews

by keeping Conrail a single entity rather than seeing it sold off in pieces. The plan was proposed through the Railway Labor Executives Association, a union umbrella group. According to a letter submitted to Secretary of Transportation Drew Lewis, the unions would have no ownership interest in the railroad. The proposal sets forth a closely-held, for-profit corporation with a board of directors that would include private sector personnel as well as Conrail employees.

As 1983 progresses, many proposals to remove Conrail from the government dole will be brought into the public light. There is the possibility of a true transcontinental railway, a host of new short lines, and, now, that of a major employee-owned Conrail—WALTER A. APPEL.

BILL PURDIE Taking the throttle of NKP 2-8-4 765 at Lima, Ohio, on November 20, 1982, the Norfolk Southern Master Mechanic-Steam Power, Bill Purdie, rolled to his retirement in style. Arriving at Bellevue after returning the 765 from its very successful fall SR excursion schedule substituting for the ailing ex-C&O 2-8-4 2716, Mr. Purdie eased the 2-8-4 up to the turntable and stopped about 3:00 p.m., giving one long blast on the whistle before stepping down from the cab, wrapping up 46 years of railroad service. The gang from the Mad River & NKP Railroad Museum at Bellevue summed it up well with the sign that greeted Purdie as he pulled into town: "Welcome Bill Purdie; happy retirement and thanks from all railfans." The retirement dinner at Bellevue that night was only a prelude to the big formal dinner held on December 4 in the Purdie's hometown of Atlanta. With their son, Donald, now in charge of the crew for N&W's 611, we won't be at all surprised to find Bill and wife Sara (the "First Lady of the SR steam program") showing up when there's a locomotive running, but this time they won't have to put up with the aches and hours necessary to keep things running. Meanwhile, the Birmingham steam shop remains in the capable hands of Doug Karhan and his crew.

A NEW MODEL The Chessie System has taken delivery of the first of a new model for EMD, the GP15T, which develops 1500 h.p. from a turbocharged 8-cylinder 645 engine. The little turbocharged V-8 will get better fuel economy than the Roots blown 12-cylinder engine on the GP15-1 (ironically, the GP7s that the GP15Ts are replacing got 1500 h.p. out of a 16-cylinder 567). The 25 units, C&O 1500-1524, began arriving in October 1982 and were initially assigned in the Chicago area.

DELTA BULK TERMINALS One of the more interesting units to show up on the West Coast recently is ex-Conrail Alco C636 6792 (ordered by PRR, delivered as PC 6342). Acquired via Chrome Crankshaft, the big blue and white Alco is now Delta Bulk Terminals 1001, working coal transloading facility at the Port of Stockton, California. The SP and WP deliver trains of coal bound for the Orient to the DBT facility.

HIGH ROLLERS' ROUTE Resorts International has announced its support of a study by the Atlantic City Railway of the possibility of passenger service between Atlantic City and New York via the old Jersey Central "Blue Comet Route." Financing of the $100,000 study by the major casino operator was contingent upon the State of New Jersey Department of Transportation agreeing to designate Atlantic City Railway the operator of the service if the study is positive.

The proposed route would be from Pennsylvania Station, New York, to Rahway, N.J., where the tracks of the former New York & Long Branch line of the PRR would be used to Red Bank. There trains would be switched over to the former Southern Division of the Jersey Central to Winslow Junction for the final lap over the ex-Pennsylvania-Reading Seashore Lines to the gambling city by the sea.

Casino operators are said to favor service to New York rather than Philadelphia because of the larger potential market. The 142-mile journey would cost about $35.00 round trip, a figure that probably would be subsidized by the gaming houses.

Freight service is currently provided by Conrail as far south as Chatsworth on the Southern Division, but it is a 10 m.p.h. railroad. Substantial upgrading of the track and road crossings would be needed in order to operate fast (100 m.p.h.) trains. A new Atlantic City terminal and luxury LRC equipment are under consideration if the study proves positive.

Philadelphia service is still a possibility also. Several proposals have been made by Atlantic City Rail, Amtrak and the State of New Jersey. Direct access to Philly as well as a change at Lindenwold in conjunction with the already in place Delaware River Port Authority commuter line is under consideration.

It is obvious that rail passenger serice to Atlantic City could be a money maker if properly run. Unfortunately, New Jersey DOT has so far chosen to ignore this service that could be operated in the black and put dollars into the state treasury—WALTER A. APPEL.

WHEEL INSPECTIONS As if the old New Haven Division hasn't had enough troubles lately (namely from the aging and unpredictable Cos Cob power plant), wheels began falling off its M-2 m.u. cars. As a result of two such failures, inspection of wheels in every 30 miles of operation was begun on November 10, 1982, resulting initially in massive delays in rush-hour schedules. Inspection is performed at South Norwalk, Conn., and New Rochelle, N.Y., 24 hours a day/seven days a week by Conrail and USDOT/FRA personnel. Inspectors check each movement of M-2 equipment past each inspection location for melted temperature-indicator pellets in the axle ends. It was the heat-induced failure of the hollow-bored axles that was blamed for the wheels falling off two moving M-2s earlier this year. The FRA-ordered inspection is an attempt to keep the equipment in service while new wheelsets are being installed. Once the inspection program got organized, delays were greatly reduced—HOWARD PINCUS.

OLD NAMES RETURN Two of the proudest names in passenger railroading have returned in the form of special freight trains. The *Orange Blossom Special* is a new door-to-door truck/train service for shippers of fresh fruits and vegetables from Florida to the Northeast on the Seaboard System and Chessie. It involves 45-foot refrigerated trailers loaded by the customers and driven to the SBD piggyback facility at Taft Yard near Orlando. The train will depart at 2:00 a.m. six days a week and run straight through to Wilmington, Delaware, for arrival at 4:00 a.m. the following day for highway forwarding throughout the Northeast. Meanwhile, up in New York, the *Empire State Express* is the name applied to the new RoadRailer service being established between New York City and Buffalo. The *Orange Blossom Special* will have similar competition this spring, however, when RoadRailers begin running through Penn Station to Florida.

WILMERDING'S DECAPOD The only remaining PRR I-1 2-10-0, the 4438 on display at the Westinghouse Air Brake plant in Wilmerding, Pa., (near Pittsburgh) has been donated by WABCO to the Western New York Railway Historical Society for display at its museum in Salamanca, N.Y. The I-1 has been at Wilmerding since 1964; the PRR obs *Ohio,* which has been displayed with it, will also go to the Salamanca museum.

NEW HOPE STEAM RAILWAY An all-day excursion using over the New Hope & Ivyland in Pennsylvania using ex-Cliffside 2-8-0 40 was run on November 6 by the Jersey Central Chapter NRHS. Photo runbys were made with both freight and passenger equipment, and return was made behind a Baldwin VO660 diesel.

100 YEARS OF RAILROADING The Burlington Northern utilized its trackage rights over MP's former-Midland Valley line from West Bank River Parks in Tulsa to Jenks, Oklahoma, to operate eight excursions each day of the October 16-17 "Oktoberfest" to commemorate the 100th anniversary of the coming of the railroad—the Frisco—to Tulsa. SW1500s 63 (in Frisco colors) and 61 (in BN green) handled the train of ten flatcars specially equipped with side railings and bench seats. More than 10,000 people took the 40-minute rides co-sponsored by the Mayor's office, Tulsa Locomotion 100 and the BN, with BLE and UTU crews and car volunteers from Sunbelt Railroad Historical Trust.

R.L. McFADDIN

BILL PURDIE, Norfolk Southern Master Mechanic-Steam Power, retired after 46 years of railroad service on November 20, 1982, after bringing NKP 2-8-4 765 back to Bellevue after substituting on SR steam schedules for ailing ex-C&O 2-8-4 2716. Sara and Bill posed with the sign that greeted them as they pulled into Bellevue.

HOWARD PINCUS

WHEEL INSPECTIONS mandated by FRA after two incidents of wheels falling off moving M-2 m.u. cars were causing delays on Conrail's New Haven lines out of New York City. The NH-lettered 4400 m.u. was being used as shelter for inspection crews at New Rochelle, N.Y., on November 14.

JIM BOYD

NEW HOPE STEAM RAILWAY came up with a boxcar consist for a photo run with 2-8-0 40 on an all-day fan trip November 6 for Jersey Central NRHS.

JOHN SUNIGA

DELTA BULK TERMINALS of Stockton, Cal., acquired ex-Conrail Alco C636 6792 from Chrone Crankshaft. The blue and white DBT 1001, shown November 20, works a coal facility.

THOMAS J. GOLDEN

A NEW MODEL for EMD is the GP15T with a turbocharged 8-cylinder 645 engine. C&O 1500-1524 are the first; 1505 was at Barr Yard on October 16.

100 YEARS OF RAILROADING in Tulsa was celebrated with two days of excursions on October 16-17 using SW1500s 63 in Frisco colors and 61 in BN green with modified flatcars on MP ex-Midland Valley line from Tulsa to Jenks.

FREEMAN CAROUTHERS

PHOTOGRAPHY JOHN C. ILLMAN

VIA's trains to Churchill

Section sleepers and mixeds to Hudson Bay. **by John C. Illman**

One of the most intriguing lines on the railroad map of North America is that of the Canadian National to Churchill, Manitoba, on Hudson Bay. Even today, VIA Rail and CN venture northward from Winnipeg into the lake and frozen muskeg country with full-fledged passenger trains and mixed service to penetrate this true frontier region. When I rode the trains in May 1980, the service to Churchill consisted of trains 93/95 and 92/94, the *Hudson Bay,* on a tri-weekly schedule from Winnipeg, plus once-a-week mixed 294 and 295 between Churchill and Wabowden. Connecting at The Pas were also tri-weekly mixed trains up the 242-mile branch to Lynn Lake, making for an interesting side trip.

The line to Churchill traces its history back to the 1870s when agitation began for a railroad linking Winnipeg with a seaport on Hudson Bay, but the line was not completed until 1929, finally giving Manitoba and the prairie provinces an alternate route for shipping their wheat to Europe. Passenger service in the 1930s began with a mixed train carded only as far as Herchmer, 98 miles short of Churchill. By the 1940s two mixeds per week—one with a buffet parlor and sleeper—operated into Churchill, and by the early 1950s service was up to three mixeds a week, two of which carried a buffet parlor and sleeper from Winnipeg.

The late 1950s saw the inauguration of a full passenger train, 123/124, into Churchill on a tri-weekly schedule, with the addition of a once-a-week mixed from Wabowden. At that time, the "through trains" were 63/64 from Winnipeg and 61/62 from Regina to Flin Flon (on a spur off the Lynn Lake line), with the Churchill trains making their connections at The Pas. Today's *Hudson Bay,* however, is now the through train, with only the mixed on the Lynn Lake line and no rail passenger service at all into Flin Flon.

In May 1980 the Churchill passenger trains consisted of two F9A's, a steam generator car, baggage, two chair cars, a cafe lounge and a roomette/double

TRAIN NO. 91, the tri-weekly train from Winnipeg to Thompson, stops at The Pas, Manitoba, **(above)** on May 24, 1980, with an F9A, steam generator car, combine, chair car and snack-bar coach. Later that same day, the train had turned at Thompson and was southbound at Thicket Portage **(below)** as No. 90, headed back for Winnipeg.

...om/section sleeper. The mixed car- ... a combine with a diesel generator ... oil stove and fixed thinly-padded wooden seats—in sections, possibly from colonist car days. Triple window panes insulated against winter cold, but all three panes were so dirty that visibility was very poor. Fortunately, the crew was friendly, and the cab of the rear unit and cupola of the caboose gave a much better view.

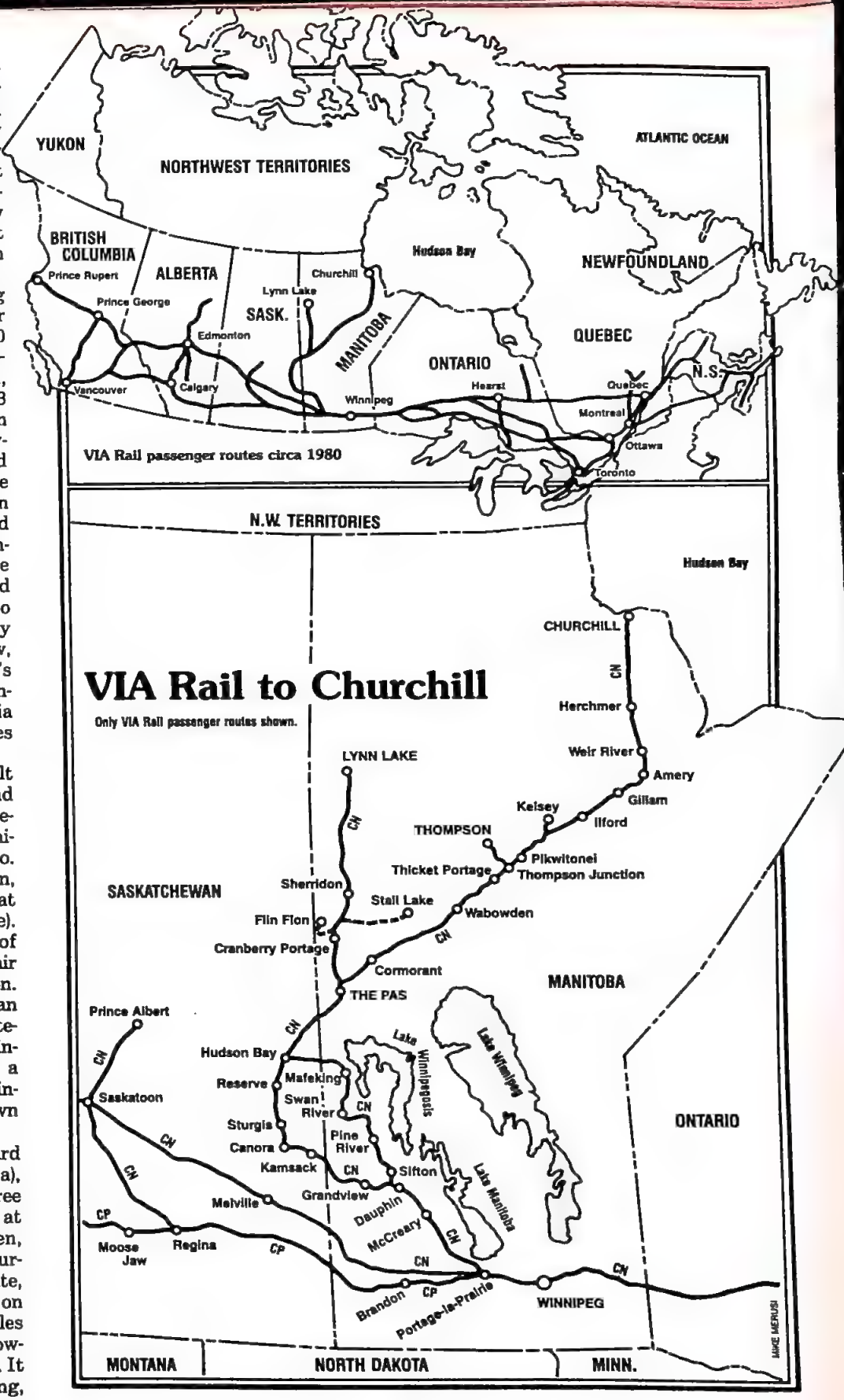
While there is only one route being operated as rail service today (the other having been converted to bus), in 1980 there were two routes on the Winnipeg–The Pas segment between Dauphin, Man., and Hudson Bay, Sask. Train 93 (departing Winnipeg at 5:30 p.m. on Sunday, Tuesday and Thursday, carrying diner and sleeping car service and running through to Churchill) ran the more northerly route west of Dauphin via Sifton, Pine River, Swan River and Mafeking to Hudson Bay. The coach-only No. 91 (departing Winnipeg at the same time on Monday, Wednesday and Friday and running through only to Thompson) took the more southerly route west of Dauphin via Grandview, Kamsack, Sturgis and Reserve. Today's *Hudson Bay* runs the southerly Kamsack route, while daily bus service via the northern Swan River route replaces the coach-only Thompson train.

I left Winnipeg Union Station (built in 1908 for the Grand Trunk Pacific and Canadian Northern Railways and designed by Warren and Wetmore, architects of Grand Central Terminal) on No. 91, the coach-only train to Thompson, on a Friday evening, May 23, 1980, at 5:30 p.m. (1730 hours, CN/VIA time). F9A 9154 headed up the consist of steam generator, baggage and two chair cars, one containing a snack section. During the night we became over an hour late, due to heavy track maintenance in places, but were only 20 minutes late arriving at The Pas, where a scheduled stop of an hour and ten minutes allowed time for breakfast in town and servicing of engine and train.

Only seven passengers were aboard leaving The Pas (pronounced The Pa), "Gateway to the North," at 7:10. Three hours and 136 miles later we stopped at the subdivision point of Wabowden, where the Sunday-only mixed for Churchill originates. To be more accurate, the mixed begins its weekly cycle on Saturday morning at Gillam, 190 miles to the north, and runs south to Wabowden, arriving there Saturday evening. It then turns back north Sunday morning, overnighting at Gillam and continuing on to Churchill on Monday. It lays over one full day to do the local switching in Churchill and then runs back south to Gillam on Wednesday.

Since the mixed was heading toward us this day, I decided to stay on No. 91 as far as Thicket Portage in hopes of catching the southbound mixed. No. 91 would continue north a few miles to Thompson Junction where it would leave the main line and take the 30.5-mile branch west to Thompson. After a layover of only a half hour, No. 91 would become southbound No. 90 and begin its run back to Winnipeg. If the mixed should be late, I could take No. 90 back to Wabowden and a warm motel bed for the night.

Boarding our train at Wabowden was a constable of the Royal Canadian



THE SUNDAY-ONLY MIXED for Gillam is ready to leave Wabowden with two Geeps and a GMD1. Geep 4276, at left, came in on 843 from The Pas and made up the mixed.

Mounted Police, who was to spend the night in a patrol cabin at Thicket Portage. "Thicket" is an Indian village, and as we detrained about twenty Indians boarded for the run to Thompson to get their week's supplies—including liquor—which they would bring back on the southbound run. The Mountie would try to keep some semblance of law and order during the Saturday night celebrations and would return to Wabowden on Sunday's southbound *Hudson Bay* with any prisoners.

After seeing what little there was to see at Thicket, I spent much of the afternoon accepting the Mountie's invitation to tea and conversation at his patrol cabin. Trains 91 and 90 to Thompson had very little patronage, since a highway serves that nickel-mining city of 20,000—founded in 1956—but an agreement to furnish rail passenger service six days a week kept the trains in the timetable (they have recently been replaced by a daily bus). As luck would have it, southbound No. 90 arrived before the mixed (which by schedule should have been there two hours earlier). As I boarded the coach at Thicket, I could see the detraining Indians heading for the baggage car to unload their "supplies." My Mountie friend, it appeared, would have a busy night.

I rode back to Wabowden where I left the train to find my overnight accommodation—incidentally, the hotels and motels in this region are scarce and fill up early, so advance reservations are absolutely essential!

The next morning I found the Sunday-only mixed train, fourth class No. 295, ready to leave for Churchill at 8:30. Freight 843 had come up from The Pas with Geeps and had made up the mixed's train. Although 843 is shown in the employees' timetable as a daily train all the way to Churchill, at this time of year it turned back at Wabowden, leaving the mixed as the only freight service to Churchill. A triweekly freight was carded to Thompson, and the summer would find numerous grain trains running to Churchill.

There were only two or three passengers the whole day, and I was fortunate to be invited to ride in the high cab of GMD1 1053, mu'd behind GP9s 4291 and 4285 (both with Flexicoil "switcher" trucks), the usual freight power north of The Pas. MLW units RS18 and larger and GMD units GP35 and heavier are prohibited beyond Gillam unless authorized by the Superintendent of Transportation. The 1053 was needed because of work to be done on the 13-mile long Kelesy Spur, Milepost 255.5. Only "bicycle pumps," with their A-1-A

SOUTHBOUND 92 from Churchill takes the siding (left) at Hockin for Mixed 295 on May 25, 1980. A short while later 295's units pass the Thicket Portage depot; the combine will be spotted by radio.

tracks, are allowed on the spur, and then at only 10 m.p.h.

Shortly before 11:00 a.m. we met southbound *Hudson Bay* No. 92 coming down from Churchill. Since the siding at Hockin (six miles south of Thicket Portage) was only 1760 feet long, the passenger train with its two F7s was "in the hole" for our 60-car mixed.

During the brief stop at Pikwitonei, 35 miles up the line, Indians out of sight around a curve broke into a piggyback trailer, hoping to find foodstuffs or other articles of value. The swinging open door was spotted by the rear end crew a few miles later, and they radioed to stop and secure the door.

The countryside this day was flat or very slightly rolling, with numerous lakes, ponds and small streams—and many beaver dams. Scrubby trees covered most of the area. Arrival at the next subdivision point and overnight stop, Gillam, Milepost 326, was at 6:00 p.m., three hours late. Gillam is not accessible by highway but has a good hotel and restaurant.

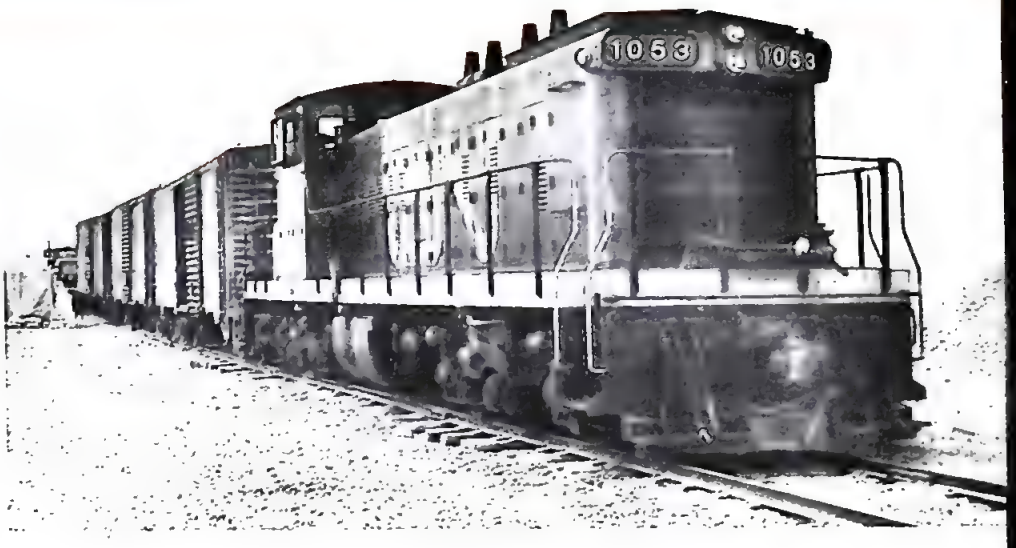
Next morning, Monday, the crew elected to get their train of 42 cars, combine and caboose (the 1053 was left at Gillam) in perfect order so as to minimize their work at Churchill. Thus, we didn't depart Gillam until 2:20 p.m. instead of 8:00 a.m. as scheduled. This day I was the only passenger.

The line here was being upgraded under a $10 million branch line rehabilitation program sponsored by the Government Wheat Branch. Much of the work consisted of bank widening to provide a larger insulated area of ballast over the permafrost. The trees became smaller and smaller, until they disappeared and we were in the tundra. Ptarmigan, waterfowl, and beaver dams were common.

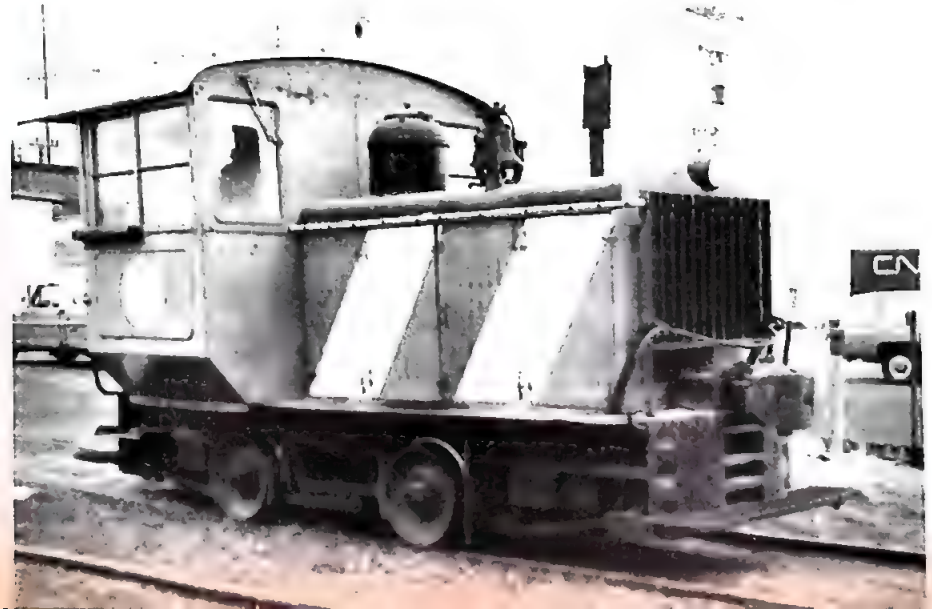
This railroad, originally chartered as the Hudson Bay Railway, was projected to reach Hudson Bay at Port Nelson. It stayed on that course throughout its early and struggling history, staggering to a halt during World War I at Pikwitonei, Milepost 214 from The Pas. When the government resumed construction in 1926 it apparently decided to terminate at Churchill instead, and at Amery, Milepost 345 from The Pas, the line curves gracefully northward from the old survey and heads directly for Churchill. That curve is about the only place on the line a rider can view the entire train.

We turned on the wye at Milepost 506.6 and backed the last three miles into Churchill, arriving about 9:30 p.m., six hours late, 510 miles north of The Pas and 184 miles from Gillam, having made up only 20 minutes. The crew headed for the dormitory on the second floor of the station and I to a waiting hotel room.

At that time of year, late May, the harbor area at the mouth of the Churchill River and the waters of Hudson Bay were still choked with ice. The ship-

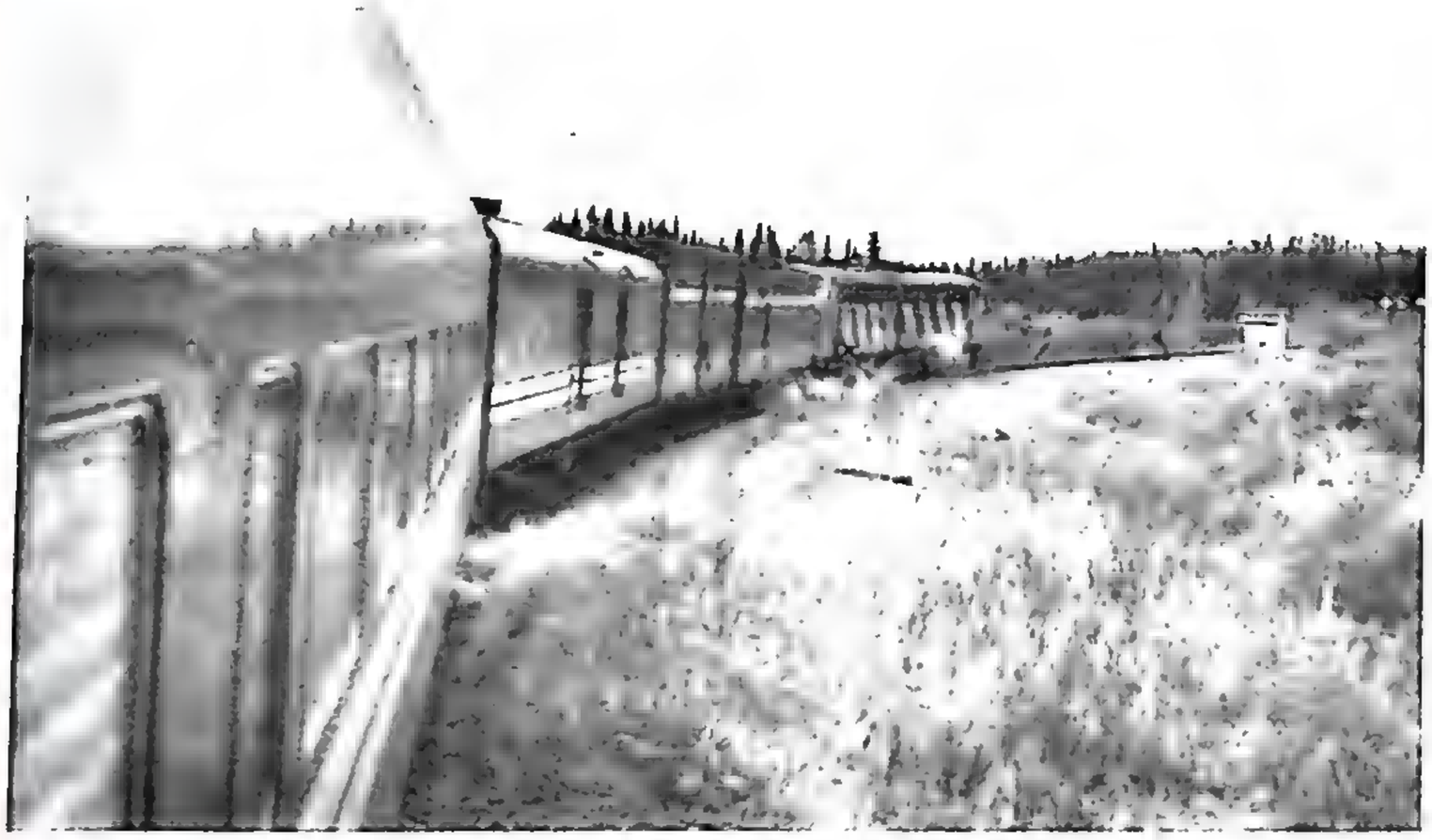


CN GMD1 1053 was isolated from the consist to run the light-railed Kelsey Spur from Pit Siding while the rest of the train waited. Three hours late, Mixed 295 arrives in Gillam (below), spotting its caboose and combine at the substantial CN station.



NATIONAL HARBOURS BOARD keeps two 1930-built Fate-Root-Heath's to work wharfs at Churchill's port.

THE DEPOT AT CHURCHILL has the crew dormitory on the second floor. The eight-car passenger train including sleeper and diner arrived at 7:20 a.m. as No. 95 and now awaits 6:00 p.m. departure as No. 94 to Winnipeg. The next morning, May 28, 1980, 94 has become 92 out of Thompson (below) and is reentering the main at Thompson Jct.



ping season normally opens in late July, continuing until October. During this period, some 100 trains comprised of 160 boxcars of grain come up the line, and 25 to 30 ships are loaded. Cylindrical hoppers are prohibited, and no cars over 220,000 lbs. are permitted above Amery. Sidings are short, generally only 1700 to 2400 feet long, so the grain trains can meet only at subdivision points and the 9030-foot-long siding at Herchmer.

The weekly mixed continues to supply the general needs of Churchill, as well as bringing in supplies to be transported by water to far northern ports. In addition to the tri-weekly passenger, VIA runs several tour trains annually.

At the Port of Churchill, the National Harbours Board has two 17-ton Plymouth engines (Fate-Root-Heath serial numbers 3488 and 3489, built in 1930) to switch the elevator, shed and wharf.

After a cold but interesting Tuesday in Churchill, I departed on No. 94 that evening, with all the comforts of home. (Passenger train 93 had left Winnipeg Sunday evening behind F7As 9155 and 9153 and arrived in Churchill as No. 95 at 7:20 Tuesday morning. Ninety-four's coaches were quite full, and more passengers boarded at the flag stops during the night. It turned out that a big fur sale was to take place the next day in Thompson, where the baggage car disgorged many bundles of furs.

Thompson is at the end of the 30.5-mile Thompson Subdivision that leaves the main line at Thompson Junction and heads northwestward. Thompson-bound trains head up the branch to a wye at Wingate, where they turn and back the remaining .8 mile to the depot. Passenger trains run as First Class into Thompson and leave as Second Class in order to avoid the problem of a late inbound train being held waiting for its superior (by direction) outbound counterpart. Number changes are thus required, and 94 becomes 92 and 93 becomes 95.

Unfortunately, the depot itself is a mile or so from town, and there's not much to see, although mine trains could be heard tantalizingly in the distance. I regret that I had not planned to lay over a day or two to be able to see and photograph the operation.

Arriving back at The Pas on Wednesday afternoon, it was necessary to lay over all day Thursday in order to ride the Monday/Wednesday/Friday mixed leaving Friday morning for Lynn Lake. In contrast to the mixed on the Churchill line, this train, third class No. 291, was well patronized, especially beyond Cranberry Portage. The passengers were mostly Indians traveling between villages. Behind GP9s 4282, 4277 and

THE LYNN LAKE MIXED has its baggage, chair car and caboose spotted at the depot at The Pas on May 30, 1980, as its three Geeps and 25 cars pull in from the yard. There are plenty of passengers (below) at Cranberry Portage for the northbound mixed.

4288 were 40 freight cars, a baggage car, chair car and caboose. By the time the ten-hour, 242-mile journey was over, the coach was indescribably littered, some six big garbage bags being filled with trash by the carman who swamped out the car at Lynn Lake. The train crew made quite a few dollars on the side selling coffee, soft drinks, potato chips and sandwiches which they made in the caboose. All the debris from this food ended up on the floor, along with the litter bags which had been provided at each seat as the train left The Pas.

The scenery along this line (the first part of which was built to Flin Flon in 1928 and the northern part in 1954) was much prettier than that on the Churchill line, with more lakes, more rocky outcrops, many curves (the speed limit was only 10 m.p.h. over much of the line) and more and bigger trees. The mine at Lynn Lake is now closed, but ore is trucked in from some 50 miles away for rail loading, and train 290 returning Saturday morning had 28 cars of ore, destined for smelters at Edmonton and Flin Flon. Rail passenger service is no longer available to that copper and zinc mining and smelter town, but a trip to Flin Flon by bus from The Pas should be included in any itinerary to inspect the railroad operations of the Hudson Bay Mining & Smelter Co.; something I failed to do.

In spite of my not having planned to visit the two mining roads and the cool weather that time of year (at least there were no mosquito problems), the trip was most enjoyable, and I'm glad that the lines are now inked in on my all-time map of track traveled. Fortunately, the Churchill trains and Lynn Lake mixed are still in the VIA timetables, so you should have the opportunity to experience this frontier railroading as well. ⊂

A look at Iowa railroads fighting winter.

SNOWPLOWS

Text: LaVerne W. Andreessen

Photography: Philip R. Hastings

The snowfall begins. It may deposit an inch or two, or it may develop into a major storm. The temperature drops. The wind turns to the northwest, and it soon pounds across the prairies and farm fields at 30 to 40 miles an hour. Wind can turn even a minor snowfall into a major problem, as the snow forms into drifts. The "cuts" are beginning to fill, and the drifts are forming in areas where the wind plays its devilish tricks with the snow. As the snow and wind continue to intensify, you have a first-class blizzard—a term which, legend has it, was coined in Iowa in the last century. The word means different things to different people. For most, it means extra work, increased expenses and loss of business. The railroads experience these problems and more. But as the railroads' troubles develop, the railfan is part of a limited group who will "profit" from the snowstorm: The railroads will have to call out the snowplows.

The radio scanner is operating while telephone calls are placed to friendly train dispatchers, yardmasters and division engineering personnel. Additional calls are placed to fellow fans who share the same interest in "following the snowplow". The scanner picks up the initial terminal activity as the plow trains are readied. The snow has abated, the driveway shoveled free, and a thoughtful wife has packed a thermos of coffee and some sandwiches. A quick check of the auto's trunk reveals an extra snowshovel, emergency supplies consisting of blankets and candles, and extra clothing in case you become chilled waiting at your favorite cut. Then the fun begins; we're off to chase the plow trains. Most of the major highways are open, at least to one-way traffic, so we carefully pick our way across country trying to avoid the snow-clogged roads. Of course, if we're lucky, we might be using a four-wheel-drive vehicle, but even that will be no match for the huge drifts. Today we are lucky; the snow let up sufficiently early to enable highway plow crews to have most of the roads open to limited traffic, and we can proceed to our favorite cut for that extra special shot.

Iowa, like its neighboring states to the west and north, has many rail lines that are dependent upon the wintertime ministrations of a friendly snowplow for their continued operations. Generally, wedge plows and Russell plows are used, but in the near record winter of 1978-'79, the Milwaukee Road was forced to operate its Aberdeen, South Dakota, rotary plow for several days clearing their east/west line in northern Iowa. In January 1982, former Tacoma-based rotary X900215 and power car X-1 (EMD B-unit) were assigned to Mason City, Iowa, and they were used extensively from Mason City to Calmar, Iowa. The Norfolk & Western has borrowed rotary plows from the UP for these in Illinois, and the BN has also transferred their Lincoln, Nebraska, plow to Illinois for use in extreme conditions.

But most of the railroads serving Iowa make splendid use of the wedge plow. While a wedge plow is permanently mounted on a variety of rolling stock, the basic design is fairly standardized. It has a horizontal blade mounted at right angles to the rails, and the blade literally picks up the snow. As the snow moves further up the blade, the expertly tapered upper slopes of the plow spread it to the sides of the right-of-way. A plow operating at a speed of 30 m.p.h. or more can toss the snow beyond the right-of-way fence line. The variety of wedge plows is more than matched by the various operat-

MILWAUKEE ROAD *brought in Rotary 900215 to fight the drifts in 1982. Here on January 31, the rotary, former-F7 power car X-1 and GP40s 2019 and 2058 bite into a drift near Lawler, Iowa. This particular rotary had previously been assigned to Tacoma, Washington. Rotaries are rare but not unknown in Iowa and Illinois. They are quite spectacular to photograph, though, when they can be found.*

ing practices employed in their use. Depending on snow depths and hardness of drifts, the carriers will either operate a separate plow train or will place the snowplow at the head end of a regular freight.

The Chicago & North Western, Iowa's largest carrier in terms of route mileage, probably hosts the widest array of snowplow designs. Included are wedge plows mounted on ancient gondolas dating back to steam days or on new gons outshopped by the Clinton car shops in the past few years. They can also be found mounted on the tenders from steam locomotives, including those that started out life as part of the giant C&NW Class H 4-8-4s. Supplementing this fleet are ex-Chicago Great Western Russell plows (named for the Russell Plow Company of Ridgway, Pennsylvania). A few of these date back to shortly after the turn of the century, while the majority were outshopped in 1936. They can be found in the orange livery of their original owner, while others have been repainted in a bright C&NW yellow. At least one former M&StL Russell plow is in use, and up until a year or two ago, a few extremely short wedge plows from the Peoria Gateway Line were used. Other plows have a lineage that can be traced to the former Fort Dodge, Des Moines & Southern, but their construction and 1500-class numbers faintly visible through the fading paint indicate that these plows started their life on some steam carrier as opposed to the Iowa traction line.

The C&NW's snowplows are enhanced by the presence of a unique double-track plow equipped for left-hand running. This unit, constructed by the Russell people, is frequently stationed at Iowa Division headquarters in Boone. (A single-track wedge plow has a center "vee" to throw snow off both sides as it moves, while a double-track plow has the blade angled to throw snow off to one side only, away from the second track; most double-track plows throw the snow to the right, but the left-side-running C&NW uses the unusual plow that throws the snow to the left.) A few years ago, the C&NW's shops at Oelwein constructed another left hand plow with wing blades on the frame of scrapped Alco RSD 1684. This plow, which had its cab raised in the fall of 1981 at Marshalltown Shops, can also be found working on the double track main and has seen service on northern Iowa branch lines.

The Illinois Central Gulf, while considered a Southern carrier by some fans, operates the most standardized group of plows in Iowa's wintry climes on the former ICRR Iowa Division. The IC plows are mounted on gondolas and are liberally spread throughout the division. Crew change points such as Waterloo, Fort Dodge and Cherokee might have four or five wedge plows assigned. Several of the ICG's plows are equipped with ATS equipment for use on the Waterloo-Fort Dodge District, and all are equipped with roller bearing trucks salvaged from freight cars. The ICG takes few chances with snow and frequently runs a plow where other lines would attempt to operate without one. The ICG will often put a plow at the head end of a freight train, and it's a thrilling sight to see a freight highballing at 50 miles an hour and attacking the drifts. The bright orange plows make an excellent contrast with the snow—until they hit a drift and the area takes on the appearance of a miniature blizzard accompanying the plow train. Snow flies in all directions, and one suspects some of it may enter the stratosphere from where it later descends on the competition's right-of-way!

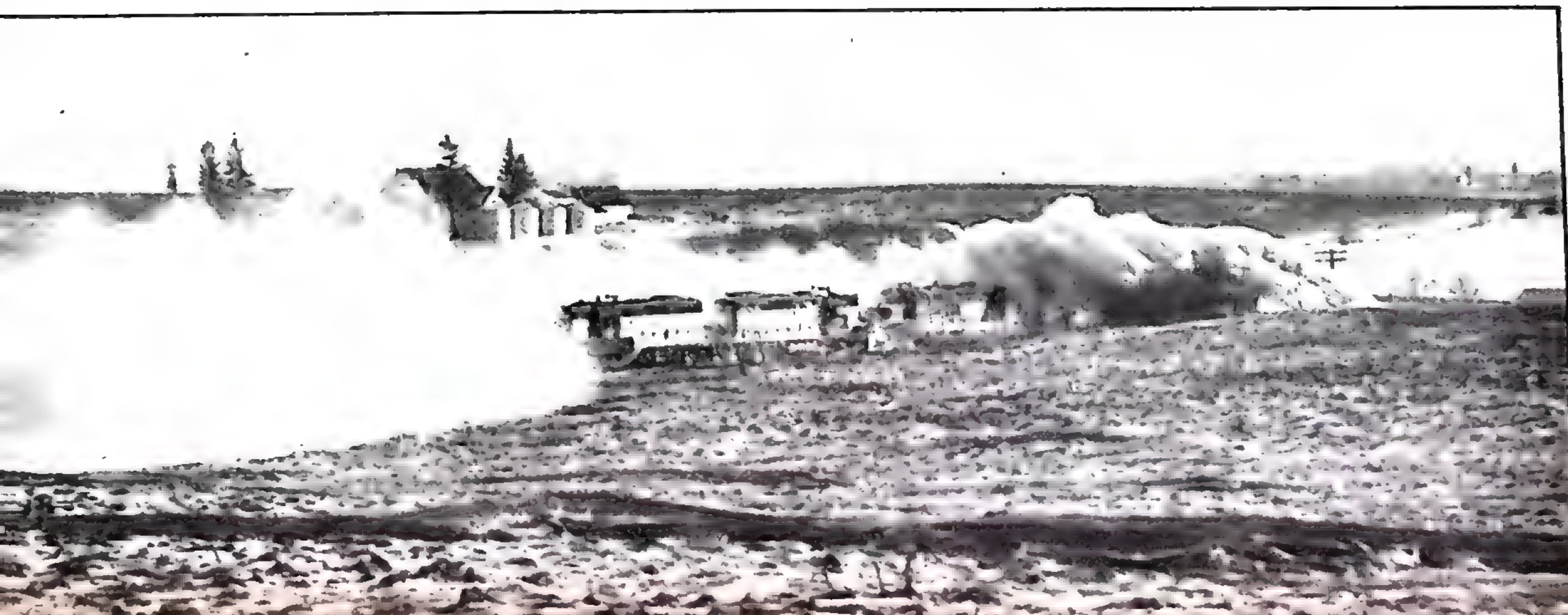
While the ICG's lines in western Iowa generally present the greatest challenges, the Milwaukee has not been spared an opportunity to do battle with the white stuff. They have been forced in periods of heavy snowfall to operate plows for days on end on their line across northern Iowa. Their plows are fairly standardized, having the appearance of steam locomotive tenders. While the Milwaukee generally eschews the practice of placing a plow on the head end of a freight train, they operate plow trains that may include a separate flanger unit as well as a cut spreader.

For the uninitiated, a snow flanger contains a blade that drops down between the rails and clears out hard-packed snow, many Russell plows are equipped with flanger blades. Generally, flanger operations take place when visibility is good, for it is essential for the flanger operator to spot the "markers" at trackside so the blade can be raised for mid-track obstructions such as road crossings or switches. A flanger operator processing slow wits will soon be reassigned to the shovel brigade.

The Rock Island formerly operated a fleet of plows mounted on semi-Vanderbilt style steam locomotive tenders, affectionately called a "loaf of bread" or "whale back" tender. These units, like all wedge plows, are heavily ballasted with scrap rail or rock, and provide good service. The C&NW purchased a dozen or more of those from the Rock's trustee, thus retiring some of their older units. A few of the C&NW's ex-Rock Island plows have been painted in a colorful yellow and green pattern that would cause an old time circus advance man to be envious. Other carriers serving Iowa and adjacent states operate snowplows as well, but the majority of the plow activity is akin to that previously described.

SNOWPLOWS

CHICAGO & NORTH WESTERN wedge plow X22 fractures the crust like the Nautilus at the North Pole, but on this January 1, 1982, the former-FtDDM&S plow is stuck at Zaneta on the Dike branch with 13 empty grain hoppers shoving downhill against its three Geeps, keeping them from backing out. On January 28, 1979, ex-CGW Russell plow X4054 (below) is bounding through the drifts at 40 m.p.h., but a short while later, near Gladbrook, things got very quiet as it pushed as far as it dared into a drift (above) facing stuck ex-M&StL Russel X6. Time to back out and bring in the bulldozers.



The number of diesel units assigned to a plow train depends on the snow conditions and operating philosophy of the individual railroad. Snow is hard on locomotives. Fine, powder-like snow seeps into the engine cab and penetrates the traction motors and supporting electrical system. Ground relay failures are common. In extremely cold weather, units may "starve" on congealed diesel fuel. Several units may be necessary to allow a margin for an engine going "belly up." I have spent a day following a plow train with four or five units to find only two units fully operational at the end of the day. Snow can easily plug the locomotive horn, so an experienced engineman will continually blow the horn while plowing drifts in an attempt to blast away any potential accumulation. A functional but unattractive alternative consists of a rag tied over the end of the horn. The windshield wipers are coated with ice, the cab floor is wet from melting snow, and conditions are miserable. Alarm bells may be ringing due to mechanical or electrical malfunctions. Traction motors may have to be cut out. Visibility is zero as the plow surges through the drifts. The crew becomes disoriented. A retired locomotive engineer told me that a plow train he was operating struck an auto driven by a county sheriff. The accident happened at a rural road crossing, and the sheriff wanted to know why the locomotive's horn was not sounded approaching the crossing. The engineer replied that the horn had just become plugged at the last drift. However, the engineer confided in me and said, "if the truth were known, I was actually lost at the time and had no idea where we were, so I did not blow for the crossing." Another retired engineer told of hitting hard-packed drifts and having lumps of snow strike the cab windows with such force that the windows were actually knocked out of the cab of the Alco RS3 he was operating. "We stopped at the next town and placed grain door boards over the windows, and then started out plowing again," he said. On another trip, his engine consist arrived in the terminal with so much snow packed on it that the cab doors could not be opened, and "the roundhouse boys had to come over and shovel off the walkway so the brakeman could get out of the cab and line the switches to the roundhouse track." This problem with snow-packed walkways and steps on hood units caused the C&NW to pull nine F-units out of storage in late January 1982, and they were operated in three matched A-B-A sets in Central Division snow service.

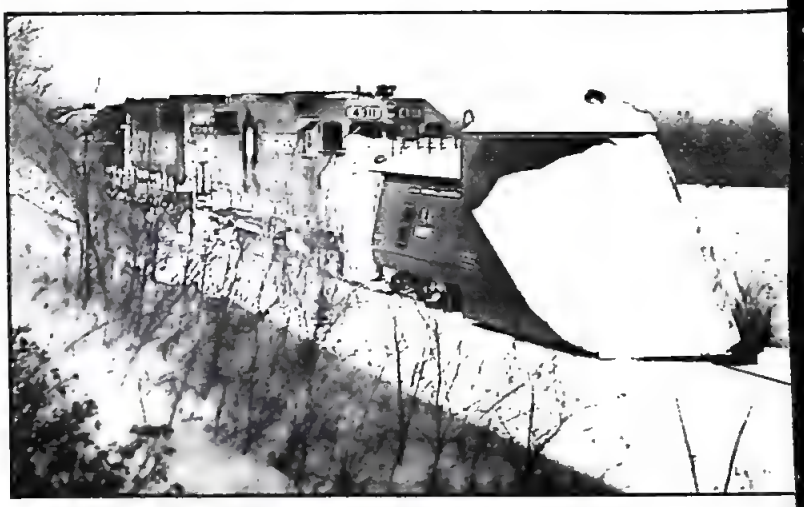
The practice of operating a plow at the head end of a freight train, while appearing to be cost effective, is often a troublesome practice fraught with peril. If the wedge plow hits a deep, long and hard-packed drift, the force of the freight train may aid in propelling the plow through. But there are hard core gamblers willing to give odds that the plow will derail and take the locomotive with it, or the train may become helplessly stuck. It becomes impossible to back up as the slack has "run in" against the locomotive, and the plow is tightly wedged against the face of the drift.

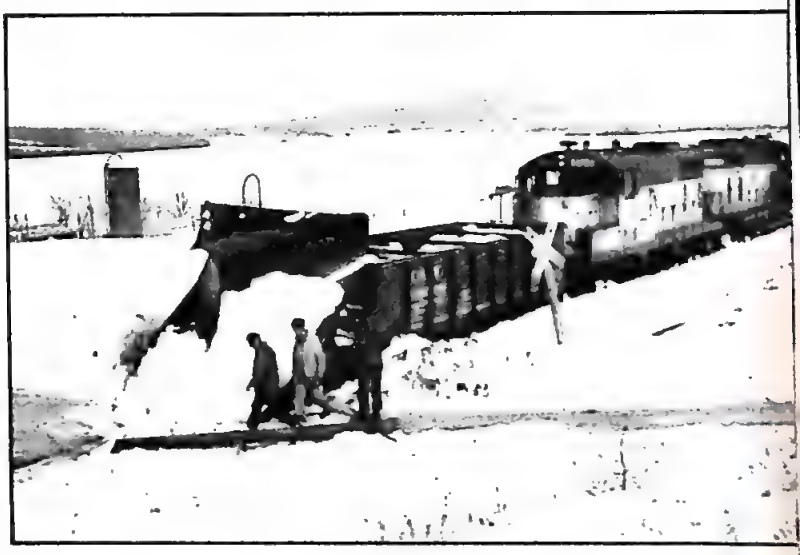
Operating a separate plow train appears to be the best practice. Employing several diesel units with adequate maintenance-of-way forces riding the units means having sufficient tractive effort and manpower to extricate the plow train from the drifts. The rear units are generally the easiest to free, and then attempts are made to work the other units and snowplow free. Then, a reverse movement for several hundred yards, and "hit 'er again" becomes the battle cry. It is often a remark that signals impending doom. A retired engineer from the C&NW's old Northern Iowa Division said, "The first trip I made running was on a plow train. Caught it off the extra board. I managed to get stuck several times, and the sectionmen would shovel us out. The division superintendent, who was also along and riding in the caboose, was thoroughly disgusted. He came up into the cab and said 'I want you to hit these drifts.' So, we backed up, got up a good head of steam, and I really tore into her. The superintendent was right up in the cab with me, and when we got stopped, the snowplow was crossways of the track, and the engine (a 2-8-2) was derailed. I asked the superintendent 'is that fast enough for you?' It took four days to rerail everything and open the line." So, we can see that the practice of operating a snowplow is not devoid of perils. A contemporary scene occurred in early January 1982 when an ICG plow train struck a drift near Macy, Iowa, on the Waterloo-Fort Dodge line. By the time things came to a stop, the snowplow was near the right-of-way fence, and the lead GP10 was on its right side next to the snowplow, while the following four GP10s were derailed adjacent to the rail, but leaning at various angles. Only the sixth unit, a GP40, remained on the rails. Luckily, the crew escaped serious injury.

As a compromise on which practice is best, a separate plow train or a freight equipped with a snowplow, some carriers will opt for the latter until it becomes known that heavy snow conditions are immediately ahead. The snowplow and locomotive consit will then be uncoupled from the train and proceed to open the drifted area. If necessary, they may work several miles ahead of the train, stop and leave the plow on the main line and then return to their train. After proceeding with their train to the snowplow, they will once again continue until the step must be repeated at the next sign of heavy drifting. Since plow trains generally operate as work extras with complete rights over all other trains, this operating practice is entirely feasible.

A collateral interest is the Jordan spreader, a heavy unit manufactured by the O.F. Jordan Company of East Chicago, Indiana. While many Jordans have a plow mounted on the front, it is frequently a vertical vee-type blade, while the wedge plow has a horizontal blade and an angled vee. The vee blade of the Jordan has a tendency to move away from the drift and sometimes climb the rail on the side opposite the drift. But this does not diminish its effectiveness in the snow-fighting arsenal, as the Jordan has powerful and versatile "wings" to reach well off to the side of the track and down into ditches. Several days after a major storm has ended and the track has been opened for near-normal service, the Jordan is used to widen snow-filled cuts, flange between the rails and clear out clogged yards. However, as many a neophyte roadmaster has learned, their operation is not to be treated as a casual sightseeing trip down the branch. If the wing blade becomes stuck in heavy snow on one side only, it is possible to derail a heavy Jordan due to adverse side pressure. Many an official has stood around with a red face caused not entirely by the cold wind while the crew members rerailed the Jordan resting peacefully on the ties. But all snowplows are prone to derailments, and the crews are often prepared for it. Frogs and blocking boards are part of the equipment carried. The usual practice is to "frog it on" if the plow is relatively

SNOWPLOWS

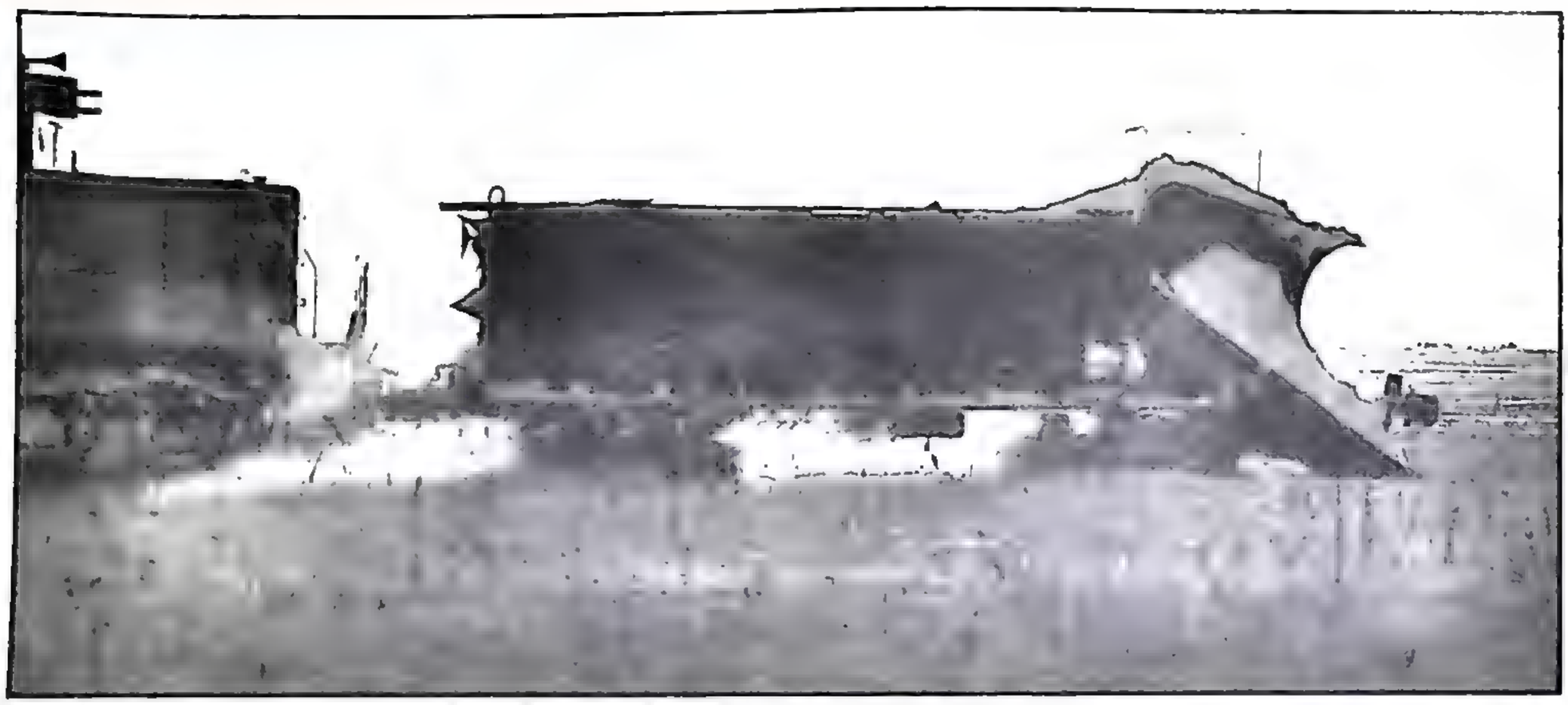




close to the rails. But if the plow's trucks are not properly aligned, they will move away from the rerailing frogs. This problem is often solved by running a cable under the plow and attaching one end to the side of the offending truck, while the other end of the cable is attached to the locomotive drawbar. A short reverse movement of the locomotive will swing the truck toward the rerailing frog, and the job becomes much easier.

For the railfan who has never experienced the thrill of watching a wedge plow operating at speed, it is an awesome sight, as the plow train gives the appearance of a self-contained blizzard as it confronts the drifts. On good track conditions, the swift movement of the plow train will pro-

ILLINOIS CENTRAL GULF likes to run its gondola-mounted wedge plows on regular freights, like No. 78 at Waterloo on April 10, 1973. A similar C&NW plow (above) snagged a crossing plank at Blue Mounds, Wisconsin, on March 10, 1975. The C&NW bought a number of the distinctive Rock Island plows (top) mounted on "whale back" steam tenders like the 95597 at Cedar Falls on January 24, 1979. Few plows are run for "fun," but LST&T Jordan spreader 55 was the hit of Mid-Continent Railway Museum's "Snow Train '79" with D&R 2-6-0 9 and a GE diesel.



vide the trackside photographer with a face full of snow that is heavily laced with stinging cold, along with a camera that may be liberally sprinkled. One railfan friend leaped out of his car to grab a quick picture of a Rock Island plow train attacking a cut adjacent to the highway. This was in the better days of the Rock Island, and the train was moving right along. In his exuberance, he neglected to close the car door, and upon returning discovered that he was assisting the railroad with its snow removal efforts—the plow had deposited several inches of snow *inside* his 1966 Mustang. The rotary plow moves at a much slower pace, so it is fairly easy to predict what will happen—most of the time. While watching the January 1982 operation of the Milwaukee's rotary X900215, Phil Hastings set up at a location ahead of the plow. Unknown to those of us following the rotary, a loss of hydraulic pressure prevented the crew from closing the hatch and reversing the wheel, so they deposited the snow on the highway side instead of the "field" side. Phil retreated to his car, and it was pommelled with snow to such a degree that "it actually rocked the car" while Phil was inside. As I drove past, I got tired just watching Phil and another fan shoveling the car free from the eight-or-so inches of surrounding snow.

A word of caution is in order for the inexperienced, as well as those of us who have spent several winters observing snowplow action. In addition to the travel precautions necessitated by less than desirable highway conditions, there are dangers inherent in watching snowplow operations. As previously stated, plows can derail and end up several yards from the track. On most occasions, standing by the right-of-way fence may appear to be a safe spot. But if the plow train is operating at a moderate or higher rate of speed, it could be the ticket to serious injury as snow that freezes rock hard could easily strike a trackside observer. While hard-packed and frozen snow drifts are easy to walk on, they, too, can trap the unsuspecting. Three years ago another fan and I were waiting for the passing of a C&NW plow train equipped with

an ex-CGW Russell plow. As it approached about a mile away, we decided to move to the opposite side of the track. We walked across the drifts that filled the cut to a depth of twelve feet. As we reached the relative safety on the other side, we suddenly sank into waist-deep snow. We both wondered about our fate had we encountered such snow when we were directly in the path of the plow. Yes, it may be nice to be near the scene of the action, but with snow flying a considerable distance, the best photographs are often taken a safe distance away from the plow train. We would all like to be rewarded with some classic pictures, such as the movies obtained by author/railfan Don Hofsommer 25 years ago when a M&StL Russell plow obligingly derailed in front of his lens. But, they were moving slowly on branch line trackage and he was in no danger.

The next time you are wandering down through the yard, you may see a wedge plow slumbering in an out-of-way spot near the rip tracks. Weeds, and possibly a small tree, will be growing out of the ballast and accumulated dirt that adorns its innards. Take time to snap a picture, and inspect an item of commerce that, as far as the railroads are concerned, should see little or no use. But when it is called into action, be certain that you are there to take part. While we may not appreciate the winter season with various discomforts, winter railroading brings out the best in both railroaders and railfans. So, if you are fortunate to live in an area demanding snowplow activity, treat yourself to action that will remain vivid in your railfan memories.

THOSE WHO'VE DONE IT say that chasing snowplows can be great sport in spite of the hardships of snow, cold and short days. There's nothing in diesel-era railroading as dramatic, for instance, as a rotary in action. The Milwaukee 900215 (above) was westbound at Lawler, Iowa, on January 31, 1982, with all the elemental fury of a hard-working steam engine. In a more subtle bit of drama, the low winter sun picks up the snow blowing off Milwaukee's simple wedge plow 900231 as two "GP20s" boost it briskly along (opposite top) at Taopi, Minn., on January 14, 1979, or whisk across a short timber trestle (left) that same day at Le Roy, Minn., on the way from Austin, Minn., to Marquette, Iowa.

SNOWPLOWS

N&W 611

July 10, 1959

Once she pulled trains named the *Powhatan Arrow*, *Pocahontas*, *Birmingham Special* and the *Tennessean*. The heavy steel she trod was shared with her cousins, the articulated class As and Ys, which moved ponderous coal tonnage and merchandise consists over the original Norfolk & Western. Back in these "old days", N&W rails in only six states reached west to Cincinnati and Columbus, east to Lamberts Point, north to Hagerstown and southward into North Carolina. Yet, through the valleys formed by the Ohio, Tug Fork of the Big Sandy, New and Shenandoah Rivers and over the summits at Blue Ridge, Christiansburg and Bluefield, Roanoke-built power reigned supreme. On the Norfolk & Western, where "home made" was best, the Class J 600s were very prime: queens without peer.

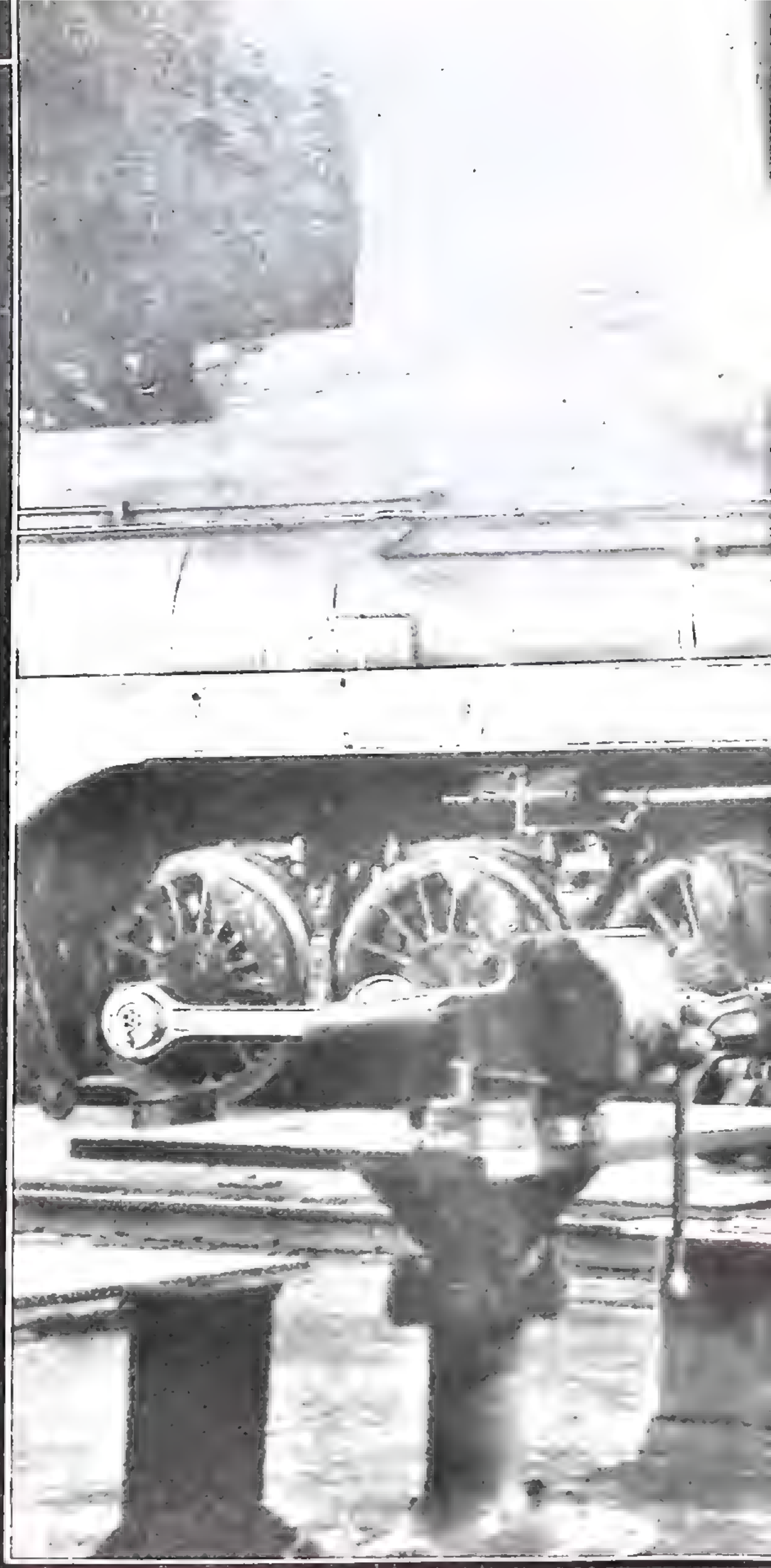
But here, on July 10, 1959, the 611 sits cold in Shaffers Crossing roundhouse just a short distance from her Roanoke Shops birthplace. A mere nine years of age, this youngster has been displaced from her throne by "outsiders" from LaGrange and Schenectady. Other than handling a couple of fantrips, hurriedly arranged to beat the rapidly approaching D-day, her regular service is over.

She is destined to stay at home for 22 years (ah, how swiftly time passes by!), most of that in the Roanoke Transportation Museum as a confined, lifeless reminder of the past.

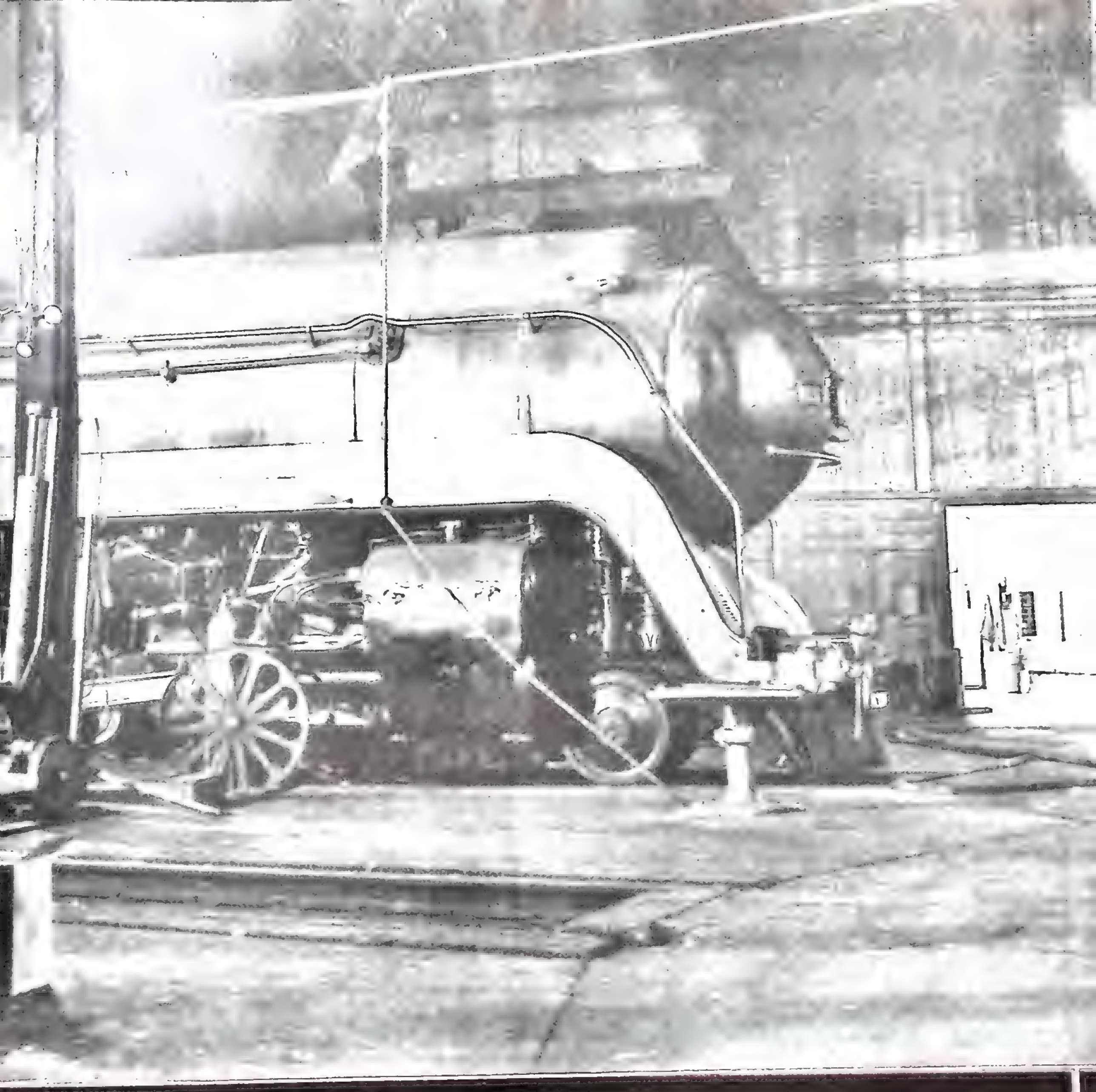
Who, in 1959, could possibly guess that additional glory is yet ahead for this J? A resurrection to occur in 1981 will cause her to arise in the sight of a new generation. A trip to Southern Railway's shop will enable 611 to shake off the effects of aging and idleness. Cylinders will once again breathe steam from a boiler rated at 300 pounds per square inch. Seventy-inch drivers will roll anew over familiar steel in commemoration of Roanoke's Centennial in 1982.

Yes, on the Norfolk & Western, "home made" *was* best. How fitting that a 32-year-old daughter will be able to make it back for the celebration.

Now though, it's only 1959. Sleep soundly young lady — and smile. The ignominy of the present will eventually be overshadowed by a glorious rebirth. You will yet triumph over those who have subdued you and will themselves be supplanted by younger generations of their own kind—CLIFFORD A. REDANZ.



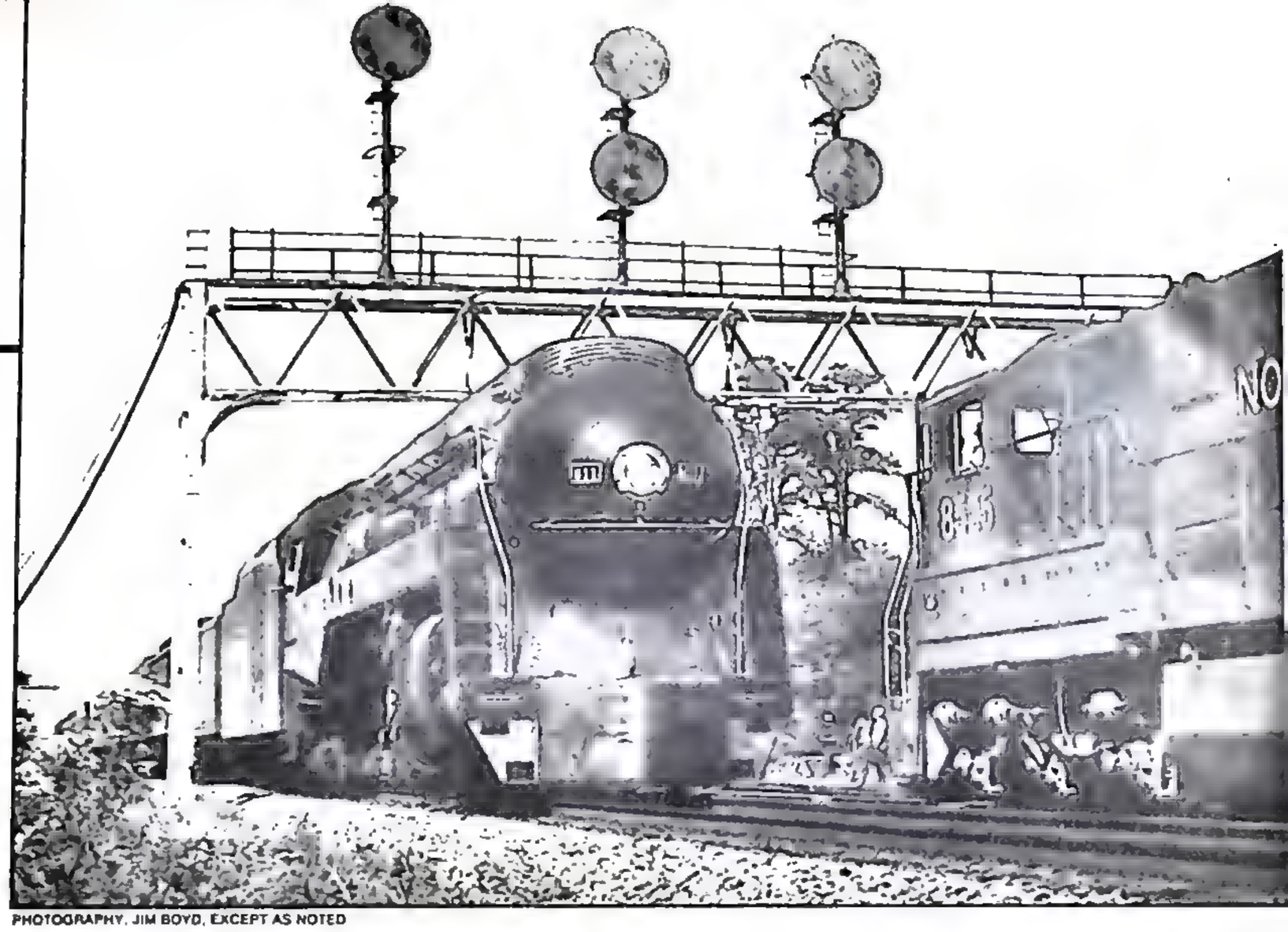
TWO PHOTOS: CLIFFORD A. REDANZ



POSTSCRIPT: The 611 was fired up again for the Petersburg-Norfolk fan trip on October 18, 1959. On October 24, 1959, she pulled a fan trip from Roanoke to Williamson and return, becoming the last J under steam. She was donated to the Roanoke Transportation Museum before the end of that month.

Beneath a J's streamlining there is an awesome 4-8-4.

by W.L.Withuhn



PHOTOGRAPHY, JIM BOYD, EXCEPT AS NOTED

Of all 4-8-4s ever built, the N&W J-class was probably the most potent in terms of useful drawbar horsepower, and probably the most advanced in design to boot.

Capable of 5100 drawbar h.p. at 40 m.p.h. (over 5000 d.b.h.p. from 34 to 36 m.p.h.), the J was designed specifically to handle the heaviest passenger trains in mountainous territory, where the speeds imposed by grade and curve averaged 40 to 50 m.p.h. But with her state-of-the-art counterbalancing, the J could take her 70-inch drivers over 100 m.p.h., which was unheard of for such a relatively low wheel. In one celebrated test run, a J's bullet nose split the wind at 110 m.p.h. on level, tangent track, with 15 cars in trail. Since the engine's drivers were worn to 68½ inches in diameter, her Timken roller rods and all-crossbalanced counterweights were spinning at an unbelievable 540 r.p.m. (By comparison, an 80-inch-drivered Pennsy K4 at the same speed would be turning 462 r.p.m., and a Nickel Plate Berkshire at 60 would be turning 292 r.p.m.)

In actual drawbar pull at speed, the J was simply the most powerful eight-drivered steam locomotive ever, at all speeds up to 50 m.p.h.

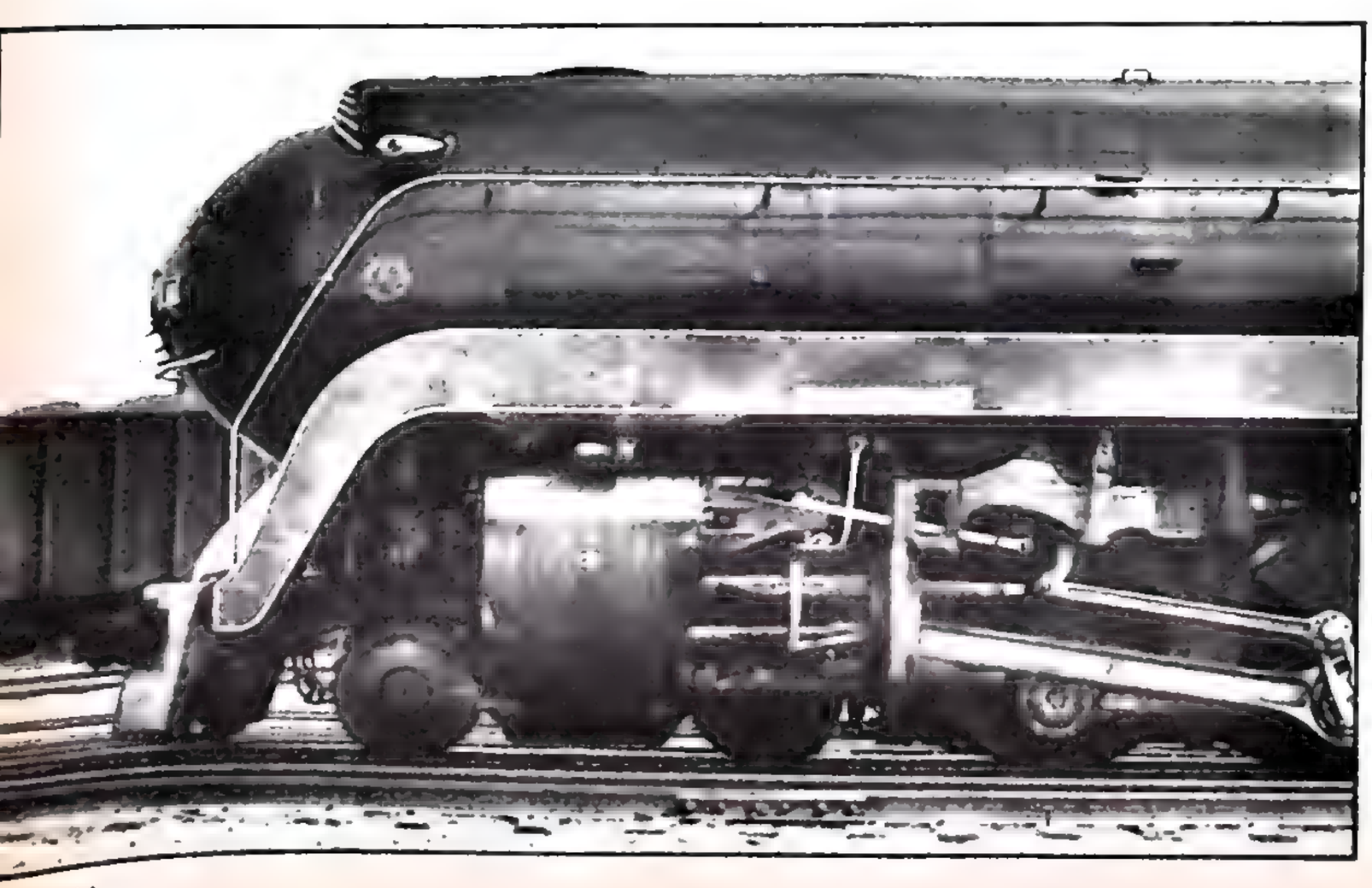
At the lower speeds (0-25 m.p.h.), the eight-drivered, high pressure experimentals of the Delaware & Hudson—special compound 2-8-0s and an extraordinary triple-expansion 4-8-0—would have matched the J in sustained pull. But, as distinct from published tractive effort figures, the D&H engines were limited in their useable *drawbar pull* per driving axle by the same rail adhesion physics as the J, rendering comparative tractive effort numbers largely theoretical. Only the tender boosters of the D&H engines would have given them a valid edge in a long haul at slow speed.

Above 50 m.p.h. there was only one competitive 4-8-4: the New York Central 6000-class, the S-1a and S-1b. Because of the S-1's taller drivers, she produced her peak drawbar horsepower in a higher speed range; the NYC 6023 reached her top of 5100 d.b.h.p. on test while running at 58 m.p.h. on modified 75-inch drivers. Somewhat lower in tested performance were the big Santa Fe 4-8-4s: the highest d.b.h.p. produced by the 3766 in extended testing was about 4600 d.b.h.p., reached at 50 m.p.h.

At the highest speeds (over 80 m.p.h.), another competitive eight-drivered design was the Pennsylvania Railroad's T1 4-4-4-4, which was, in effect, a rigid-framed 4-8-4 with four cylinders. Both the S-1 and T1 could outpower the J above 80. Also, nearly every 4-8-4 could reach 5000 to 5500 *indicated*, or cylinder, horsepower; the S-1 reached 6600 indicated horsepower, the highest recorded for a 4-8-4. (But beware of glib comparisons. Indicated horsepower figures, while perfectly valid, do not deduct for locomotive and tender resistance.) The N&W J and NYC S-1 were the only 4-8-4s to sustain over 5000 drawbar horsepower in documented road tests.

What was the secret of the J's stunning performance? In a phrase, it was the integration of her design. No design feature was an add-on or stood apart; every feature was carefully related to every other. Over 100 years of lessons

WITH A CLEAR STACK and effortless manner belying her 40-m.p.h. pace, the 611 meets a C36-7 (above) at Forest, Va., on Labor Day 1982. The J's speed and power come from her carefully engineered boiler and running gear. Using stiff centering in pilot and trailing trucks to reduce the overbalance needed in her driver counterweights, the J gets high speed capability out of powerful and relatively low 70" drivers.



The most advanced 4-8-4?

J

learned were blended with the latest research data from Lima, Schenectady and Eddystone. Then the designers at Roanoke pushed the limit of high performance by refusing to be conservative, but they also carefully judged the impact of design decisions on maintenance and utilization. The result was a locomotive that could go 238,000 miles before classified repairs, that reduced maintenance dollars per horsepower mile by 36% over previous N&W eight-drivered passenger engines, and that could outpull anything in sight in the speeds where most of the work was done.

The huge firebox sports 108 square feet of grate, the largest used on a 4-8-4 burning Eastern bituminous coal. Such a grate area means that more coal can be converted to B.T.U., or that the same total amount of coal stoked can be spread at a lower rate per square foot, hence increasing boiler efficiency and capacity. But the most remarkable furnace feature is the 103-inch-long combustion chamber, the longest used on any 4-8-4. The design goal is furnace volume, which has a greater impact on conventional combustion efficiency than grate area. In that 8½-foot-long combustion chamber, one could have a dinner party for six, and the number of staybolts required is several hundred more than lesser 4-8-4s. But combined with her 102-inch-diameter boiler girth, the furnace volume is 15% to 20% greater. The result is written in the J's horsepower curves. Yet in N&W's experience, the average number of staybolts broken was only three per locomotive per year.

The rest of the boiler stretches every dimension to the limit: evaporative surface (nearly 5300 sq. ft.) and superheating surface (nearly 2200 sq. ft.) both benefit from the large boiler diameter, which allows more tubes and flues and hence permits the huge surfaces. Slim boilered a J is not.

The 300-p.s.i. steam is routed via the Type E superheater through oversize 14-inch valves timed by Baker gear. Old steam heads will argue forever over the respective merits of Baker and Walschaerts, but the Baker permits a longer valve travel without geometric distortion of valve events. (The Baker was a basic part of Lima "Super-Power.") The

THE KEY to the J's tremendous boiler is that staybolt-laden course just ahead of the firebox which contains the huge combustion chamber and gives the J 15% to 20% more furnace volume. This is 611 in the SR Birmingham shop in March 1982.

LARRY RICHARDS

Baker gear, big valves and clean, smooth steam passageways result in low power loss between boiler and cylinders.

The theme of integrated design is seen most clearly in the relation of boiler to drive. It is the low, 70-inch drivers that permit the big, 102-inch boiler diameter within Eastern clearance and height limits. In a passenger locomotive, however, the drivers must be balanced for high r.p.m.

In counterbalancing, the Roanoke designers threw out the conventional rules as then sanctioned by the AAR and went back to first principles. In balancing drivers, one first considers all the revolving weights. If that were all there was, the problem would be a cinch: any amount *or* configuration of side rods can be *perfectly* balanced in rotation by counterweights in the wheels. If "crossbalancing" is used (the J is crossbalanced in all four driving axles, not commonly done except in Europe), the drivers can be perfectly balanced in all three planes of motion. But notice: we're only talking about the *revolving* parts so far.

If we now consider the reciprocating parts, we then have a problem. The piston, crosshead and front portion of the main rod, on each side, exert a tremendous yawing force on the locomotive, which yanks the engine laterally from side to side. The problem lies in the reciprocating *weights,* the back-and-forth action of about a ton of mass on each side; the steam thrust has nothing to do with it. Adding up the reciprocating mass of piston, piston rod and crosshead is easy; just weigh them. The main rod, which reciprocates at one end and revolves at the other, is a bit trickier. Here, the center-of-percussion technique can show how much of the main rod to balance with the revolving weights and how much to consider as reciprocating weight.

Conventional balancing practice then required a certain proportion of the reciprocating mass on each side to be taken and added to the counterweights. This "excess balance," or "overbalance," was added over and above the weights needed for revolving balance. The overbalance gave the needed dy-

611, curves and speed

With the oft-quoted phrase "70-inch drivers capable of 110-m.p.h." ringing in their heads, most railfans expected the 611 to be an almost impossible locomotive to chase for photography. While she did see some 60-m.p.h. running on the Southern and flat stretches of the N&W, the 611 has turned out to be relatively easy to keep up with.

This comes from two factors: weight and center of gravity. Because of her heavy axle-loading, the 611 was given the same slow orders on certain bridges on the Southern as was the 2-8-4 2716—"plus a few of her own." Because of her high center of gravity, the operating rules for the 611 on the N&W specify: Track speed except for curve limits, then 10 m.p.h. under any posted restriction. On the twisting Pocahontas Division, this keeps the 611 down to some pretty docile speeds.

The center of gravity on an N&W J in running order is 84 inches above the rail. This compares to about 77 inches on an N&W A or Y6 articulated (or an SP *Daylight* 4-8-4) or 63 inches for an SD45 with low fuel. Today's posted restrictions are set for the maximum safe speed for a diesel like the SD45, and calculations show the J to have a maximum safe speed about 6 m.p.h. lower on the typical 35-m.p.h. restricted curve. Thus, the 10-m.p.h. lower restriction on any posted curves is a necessary and safe precaution.

On its runs on the Bluefield-Iaeger, W.Va., main line, the 611 had to creep around a few of the tightest curves at 10 m.p.h., with 25-35 m.p.h. running being typical; in steam days this would have been about 20 m.p.h. on the tightest and 30-45 m.p.h. running on the rest. Why the difference? In the 1950s the railroad was "tuned" to steam locomotives, particularly the Js. Superelevation—the "banking"—on curves was maintained to passenger standards, and the track gauge was widened slightly on the tighter curves to ease passage of the long, rigid steam locomotives. When the diesels with their flexible trucks came along and steam departed, the gauge on the curves was tightened back to normal and the superelevation was substantially reduced to permit operation of longer and heavier coal trains. On the steeply-banked steam-era curves, today's coal trains would likely tip over.

So the 611 will have to slow down a bit to run on today's N&W. Even in steam days, though, the Js' high center of gravity could get them into trouble. Old railroaders may be exaggerating only slightly when they observe that, "There's hardly a J on the roster that wasn't upside down in the Tug Fork at one time or another." That is true for the 611, at least. At 12:51 a.m., January 23, 1956, the 611 was pulling westbound No. 3, the *Pocahontas,* with Walter B. Willard at the throttle and E.W. Hoback firing. The weather was bad, and Mr. Willard had apparently become disoriented and was actually one curve beyond where he thought he was, for at Cedar, W.Va., 2.8 miles west of Devon, he apparently entered a 30-m.p.h. curve at just over the passenger speed limit of 50 m.p.h. It is said that the 611 left the track with such violence that she jumped completely over the adjacent eastbound main without ever touching it and landed on her left side with her tender upside down in the Tug Fork of the Big Sandy River. The first few cars of the train followed her over, and there were about 60 people injured. Engineer Willard was the only fatality.

ROGER COOK

CURVES LIKE THIS are numerous on the N&W main line.

The old *Railroad* Magazine file produced yet another example, with a newspaper clipping from June 14, 1946, showing the 604 on her side at Powhatan, W.Va., with the *Powhatan Arrow.* Both engineer and fireman were killed.

The Js were truly fast locomotives only on the few straight and flat sections of the N&W (the famous 110-m.p.h. documented test run, for instance, was the 610 on the Pennsylvania Railroad in 1945 near Crestline, Ohio!). The 611 is credited with some near-100 m.p.h. running in both directions between Petersburg and Norfolk, Va., on October 18, 1959, with a Washington Chapter NRHS excursion. She topped out at about 60 m.p.h. on the same stretch on September 4, 1982.—J.B.

namic counteraction to the reciprocating weights, countering or balancing that lateral yawing force which otherwise could lay a rail over at moderate speed.

But by adding the overbalance to solve the reciprocating problem, the revolving balance is now upset. In rotation, there is now more mass in the counterweight than mass of side rods connected to the wheel. Hence "dynamic augment." To improve the lateral balance, one must compromise the revolving balance, which results in a vertical "pounding" of the rail. The pounding increases with speed, and there's no easy answer: either the reciprocating balance can be good and the revolving balance terrible, or vice versa. One can't have both at the same time.

Unless one figures out a different way to counteract the lateral, reciprocating force, that is.

The J design reduces dynamic augment by reducing the overbalance added to the counterweights to an utter minimum, below the amount normally used. Even considering the J's lightweight pistons and rods, the excess balance is light. Just 550 lbs. of overbalance was distributed in the four counterweights on each side of the engine (as against over 2700 lbs. of revolving weights). And rather than being distributed equally in all four wheels, as was normally done, only 25 lbs. of the total overbalance was placed in the main driver; this distribution made allowance for the vertical component of the piston thrust, which affects only the main. Then, in another example of integration in design, the layout of lead and trailing trucks was restudied by Roanoke.

With overbalance to a minimum, the old yawing action is increased. Therefore, to hold the engine steady at high speed against the lateral yawing, the J has very stiff centering geometry in the lead and trailing trucks.

The lead and trailing trucks of any steam locomotive have centering devices (swing links or rockers, usually) to help guide the engine through curves. The self-centering action, which resists curving and eases the flange loading of the drivers, can be made easy or stiff to suit. In the J, the centering action of the lead and trailing trucks is exceedingly stiff, in order to resist the increased yawing force from the reciprocating parts at speed.

Hence, the trucks play a key role not only in supporting the total weight of the engine and in high-speed curving guidance but are intimately involved in the J's counterbalancing. It is the stiff lateral in the trucks that allows the reduced overbalance and thus allows the revolving balance to be good enough for 110 m.p.h.

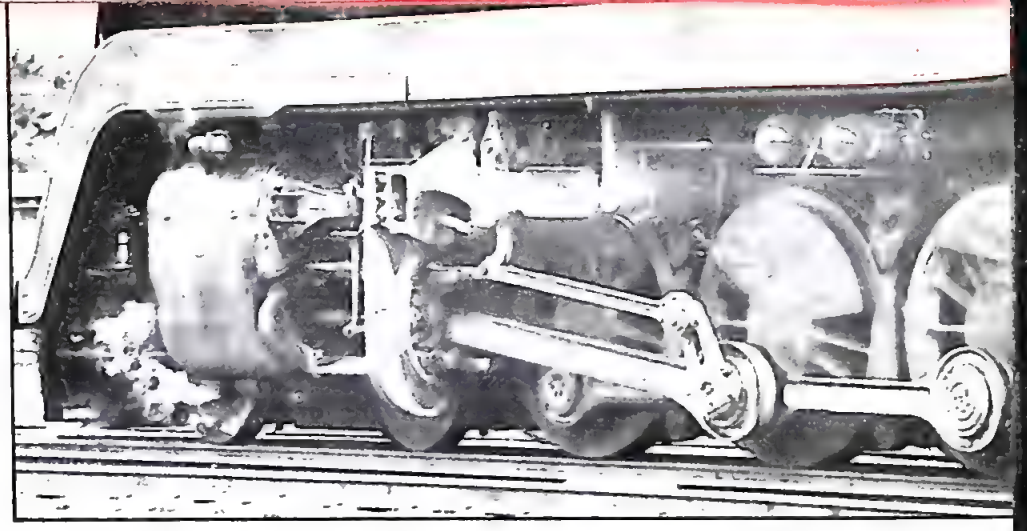
Amazingly, the J's counterbalancing was involved in the derailment of 611 over Labor Day at Norfolk. With her stiff lateral in the trucks, a J was usually rated in service for no more than 18° curves; theoretically, she could take more, but 18° was a practical limit. (When tried on local freight duty occasionally in the late 1950s, the Js usually had trouble with anything over 17° at slow speed.)

So when the 611 came across a kink off the frog of a switch in the Norfolk loop track (Don Purdie later estimated the kink at 22°), her lead and trailing trucks did what they were designed to do (be stiff laterally), and her drivers popped right up and out. (The Age of Diesel is rather forgiving of civil engineers. A diesel's trucks don't mind sharp kinks in an otherwise broad curve. But a steamer's trucks are part of the equalization, suspension and self-centering of the whole locomotive. Curve ratings in steam days were observed by careful transit work by the Engineering Department, even in laying out yard tracks.)

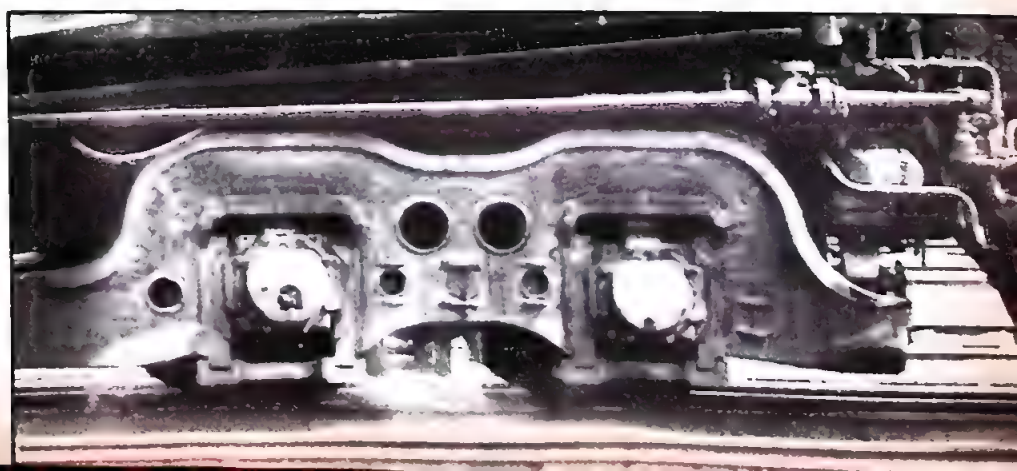
Of course, the J's designers didn't finish their driving gear assessment until maintenance was restudied. Here, as elsewhere, the J didn't just push the limits of precedent, she shattered precedent.

Mechanical lubricators pressure-fed 220 separate points: liners, equalizers, shoes, wedges, guides—anywhere that wear could be reduced. The lubricators were good for 1300 miles between refills. Numerous pressure grease fittings were designed and located for quick servicing on the road or when locomotives were turned at the "lubritoriums" at Shaffers Crossing and Williamson. Depending on roller rod configuration used, each J had 62 to 66 separate roller bearings—on trucks, drivers, wrist pins, crank pins, valve gear and tender. In over 5 million miles from 1941 till 1946, there were but two roller bearing failures in the eleven Js then in service (these were on crank pins).

To cap it all off, the J received one of the handsomest streamlining jobs applied to any steam locomotive. Frank C. Noel of the N&W's Passenger Car Department is credited with the styling, and he acknowledged the influence of the SP *Daylights* and NYC Hudsons in his initial attempts. In the end result, the J looked good next to the finest styling of a Dreyfuss, a Loewy or a Kuhler. And she sure looked good in 1982. Thanks, Bob Claytor, for bringing life once again to a special piece of Roanoke heritage.



A MASSIVE YOKE from the cast engine bed supports the Baker valve gear and firmly positions the heavy-duty alligator crosshead guides. The centering rockers on the trailing truck (below) influenced the design and counterbalancing of the drivers.



Roanoke's thoroughbred

The Norfolk & Western Class J 4-8-4s were developed in the late 1930s to replace the homebuilt K1 and USRA K2 and K2a Heavy Mountains in road passenger service. Substantially larger than the 4-8-2s in overall size, the Js were also designed for maximum availability and reliability and incorporated the most modern elements of boiler and running gear design and an incredible force-feed lubrication system that could run 1300 miles between replenishments (500 miles on the roller bearing crank and wrist pins). Combined with modern "lubritorium" servicing facilities at major engine terminals, the Js ultimately achieved availability statistics that would rival diesels.

The Js were designed by N&W personnel, and all were built in the company's Roanoke Shop. The styling was done by Frank C. Noel of the Passenger Car Department and is generally regarded as one of the very finest streamlining jobs ever done on a steam locomotive. (After World War II, the same streamlining was applied to all 22 of the K2/K2a 4-8-2s, 116-137.)

The first J, number 600 (Roanoke Shop c/n 311) was rolled out on October 20, 1941, to be followed in the next three months by 601-604. These engines carried 275 p.s.i. boiler pressure and were rated at 73,300 lbs. of tractive effort. In an experiment that was not duplicated again in the class, the 602 was equipped with a booster (removed in late 1945). The first five Js were distinguished by their multiple-bearing crossheads and spoked pilot wheels. They were an immediate and stunning success, capable of speeds in excess of 100 m.p.h. in spite of their relatively low 70-inch drivers, and they became legendary for their ability to crisply accelerate.

With the onset of the war, the N&W was in need of more passenger power, but restrictions on materials prohibited exact copies of the streamlined Js. With most streamlining deleted and their lightweight rods replaced with ponderous-looking substitutes and friction rather than roller bearings on the cranks, the six wartime 4-8-4s of 1943 (605-610) were classed as J1s. The J1s also carried the massive "alligator" crossheads instead of the more delicate-looking multiple-bearing type. Otherwise, from the standpoint of boiler construction, steam pressure and the power output, the J1s were essentially identical to the earlier Js.

Following the war in 1944, the J1s were fitted with roller bearings, lightweight rods and full streamlining and were reclassified as Js. At about that same time, all of the Js were boosted to 300 p.s.i. boiler pressure, giving them a tractive effort of 80,000 lbs., the highest ever for a 4-8-4.

In the postwar years the eleven Js handled the premier passenger trains on the Cincinnati-Roanoke-Norfolk main line, as well as the N&W/SR trains on the Bristol-Lynchburg/Monroe main line, with the 22 streamlined 4-8-2s handling virtually all other passenger assignments—most notably, the "Shenandoah line" between Winston-Salem, Roanoke and Hagerstown (an exception was the Pacific which served the Clinch Valley line to Norton, Va.).

The N&W's postwar passenger traffic was strong, and in 1946 it introduced the daytime coach streamliner *Powhatan Arrow* between Norfolk and Cincinnati. To go along with the new lightweight cars with which the *Arrow* was re-equipped in 1949, the N&W ordered up three more Js. Engines 611-613 were built in early 1950 (Roanoke Shop c/n 388-390), with the 613 in July 1950 becoming North America's last new 4-8-4.

The 1950 Js carried the alligator crossheads of the wartime J1s and the full 300 p.s.i. boiler pressure of the upgraded fleet. Even this late date, however, did not see the final refinement of the design. All of the Js were built with tandem rods between the main and third driver, but the only problem with the roller bearings on the rods, an occasional failure of the big end of the main rod, caused the N&W to refit many of the Js (611 included) with a larger main rod bearing at the sacrifice of the tandem rod to the third driver.

Diesels replaced the Js on passenger trains in the summer of 1958, and a few were tried out in local freight service the following year. The extremely rigid pilot and trailer truck centering that made the J such an excellent high speed passenger engine caused a great deal of grief in tight sidings and uncertain track (one reason why 611 will seldom be found far from high quality main lines), and within a year they were all retired. The 611 was the last J under steam—J.B.

THE 611 was dirty and probably in freight service in this undocumented photo which appears to be Bluefield in the winter of 1958-59. Compare her new rods here to the tandem set shown in the 1957 photo on page 67.

PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

Images of a J

BLUE RIDGE. The name itself is magic to anyone who loves steam. Eleven miles of 1.2% grade just east of Roanoke on the Norfolk & Western, one of the last citidels of big time steam in the late 1950s with 2-8-8-2s, 2-6-6-4s and streamlined 4-8-4s and 4-8-2s. At least that's what I know from books, magazines and slide shows by the "old timers." My first visit was 1971, and what eastbound coal that wasn't being routed via the Virginian was moving behind black Geeps. Even then the "classic" steam-era photo locations were being obscured by encroaching trees.

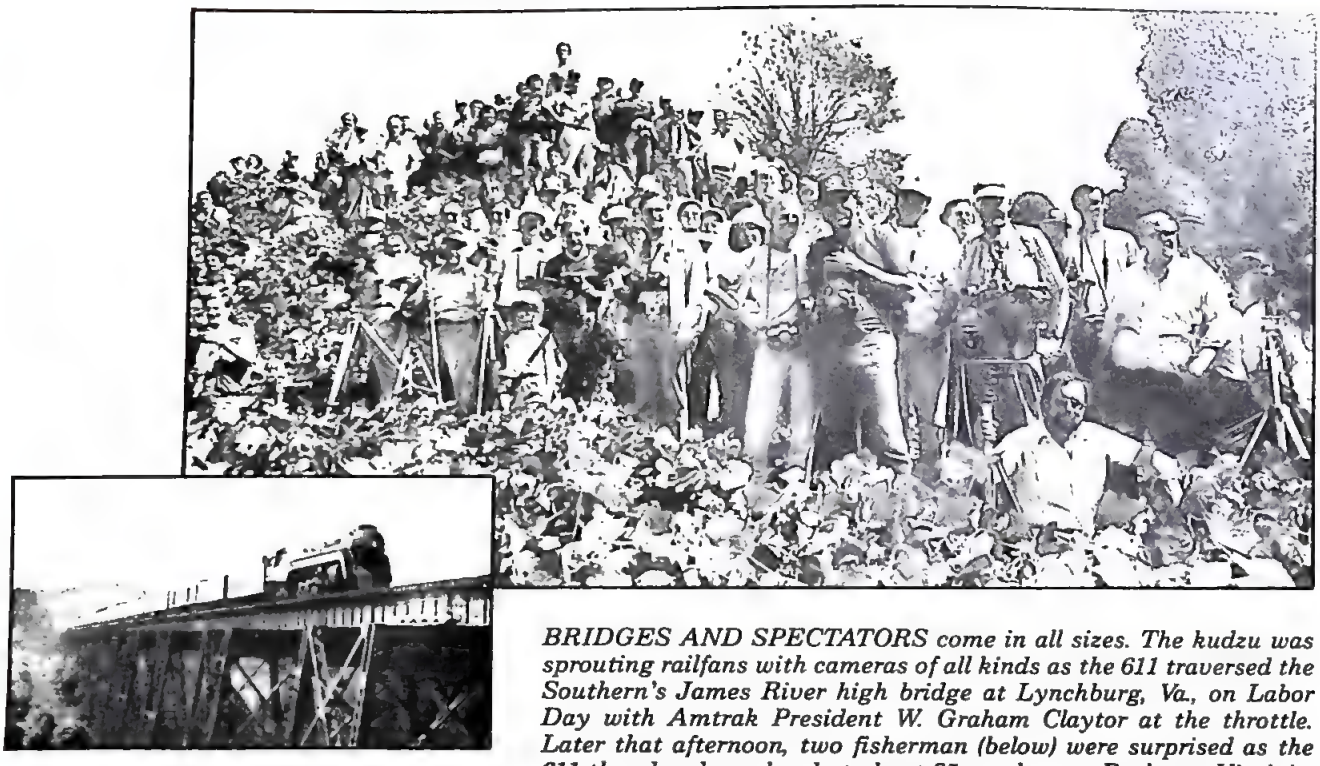
But today, Labor Day 1982, steam—N&W steam—has returned to Blue Ridge. On a similar morning on Labor Day weekend 1977 I'd watched a T&P 2-10-4 and Southern 2-8-2 assault this same grade, but while it was awesome, it wasn't real. *It wasn't a time machine. Today, however, would be the re-enactment of an earlier reality with an N&W engine on a matching N&W consist reminiscent of the old* Birmingham Special *or* Tennessean *(at 15 cars with a couple of stainless Southerns in the consist, a bit long and not quite pure enough for a* Pocahontas *or* Powhatan Arrow*).*

The same names that had made the 1977 steam possible were responsible for today, though. Robert B. Claytor, as chairman of the new Norfolk Southern, had ordered the 611 out of the Roanoke museum and into Bill Purdie's Southern Railway steam shop in Birmingham, established by his older brother W. Graham Claytor when he was president of Southern (Graham, of course, is now president of Amtrak).

So, thanks to a 1980s megamerger, I'm staked out at the abutment of the dismantled 616 road bridge—trees inside the curve and the lack of the span severely compromise this traditional steam-era location, but it's less cluttered than the site of the now-torn-down Blue Ridge depot. The bright morning sun is cutting through the valley mists from a soft blue sky, and the cool atmosphere produces a wonderous plume of exhaust as the 611 bursts around the far curve. The muted pounding of the 611's sound is almost lost in the trees until she erupts around the near curve at 35 miles per hour. Effortlessly she romps past, her whistle booming in salute.

There's only one way to describe it, and Dave Morgan did so in "Steam in Indian Summer" in a 1956 Trains, *referring to the 604 at Blue Ridge in September 1955. He said she was "Hard at it yet anything but winded . . .". The perfect words, then and now. History* can *repeat itself, David, for the 611 was also "bound for Lynchburg with a vengeance."—J.B.*

Photo Line Special



BRIDGES AND SPECTATORS come in all sizes. The kudzu was sprouting railfans with cameras of all kinds as the 611 traversed the Southern's James River high bridge at Lynchburg, Va., on Labor Day with Amtrak President W. Graham Claytor at the throttle. Later that afternoon, two fisherman (below) were surprised as the 611 thundered overhead at about 35 m.p.h. near Bealeton, Virginia.

W.L. WITHUHN

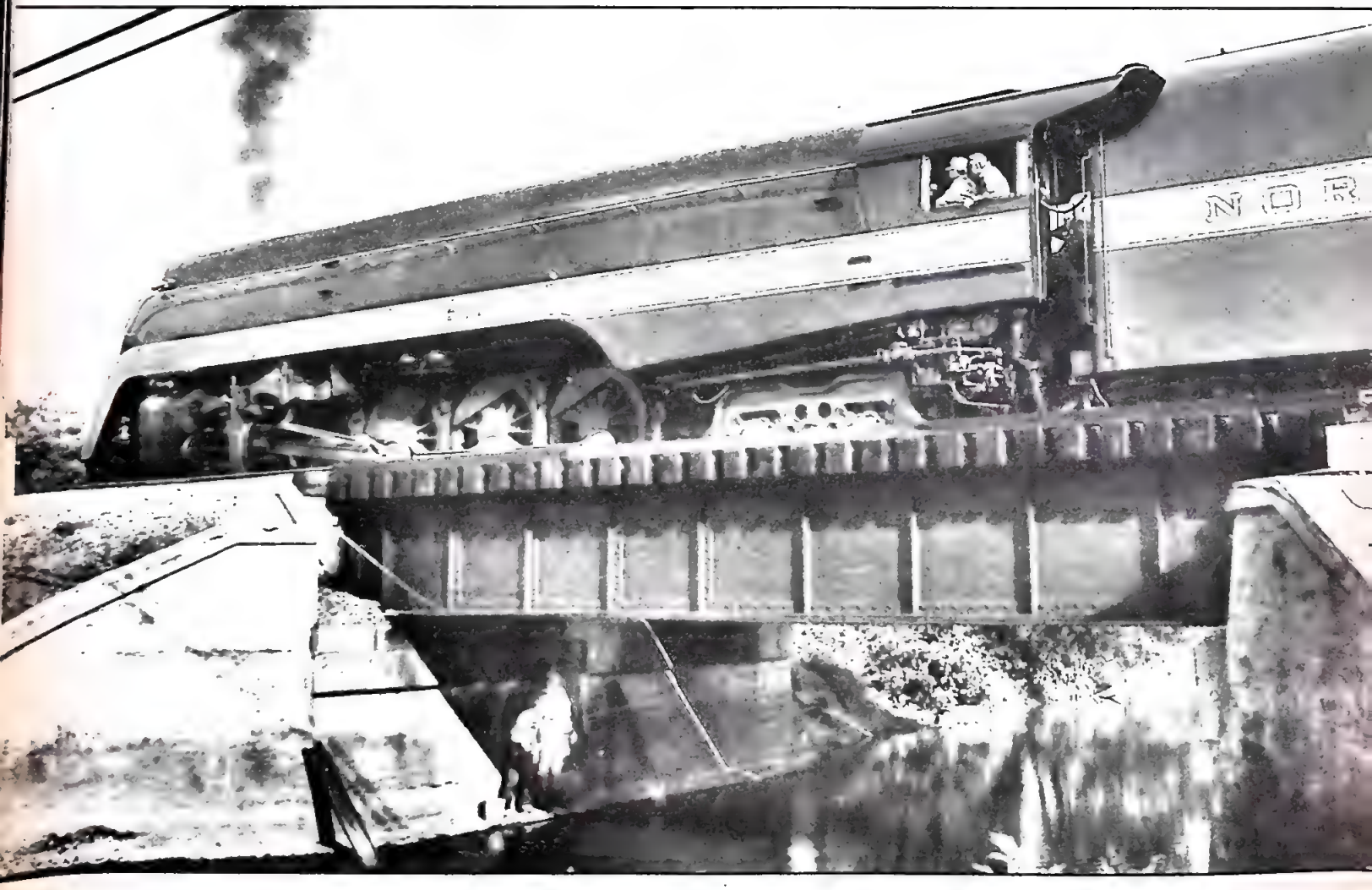
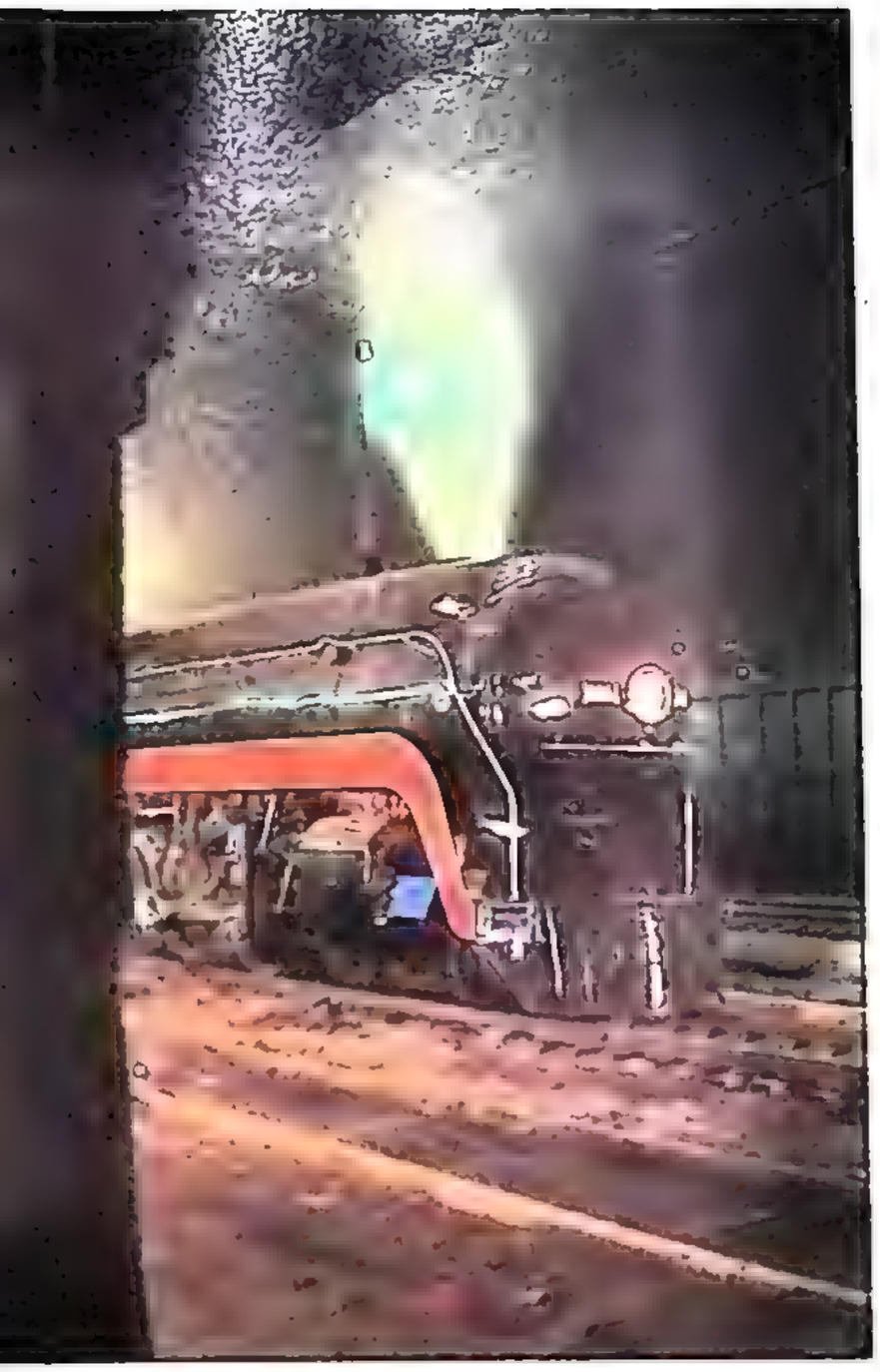


Photo Line Special

KODACHROME JACK WHEELHAN



VERY MUCH AT HOME in the mountains around Bluefield, the 611 had picked up a working patina of dust on the return from Iaeger to Bluefield (right) and created a classic image bursting out of Roderfield Tunnel on October 30, a contrast to the pristine cleanness of her first test run out of Birmingham where she was photographed (below) on August 15 near Trussville, Alabama. The 611 is perhaps her most attractive in such a flat broadside. Three nights in Bluefield produced some familiar scenes as 611 remaining on her train at the depot (above). Pull that blue flag and it could be the Pocahontas *in 1952.*

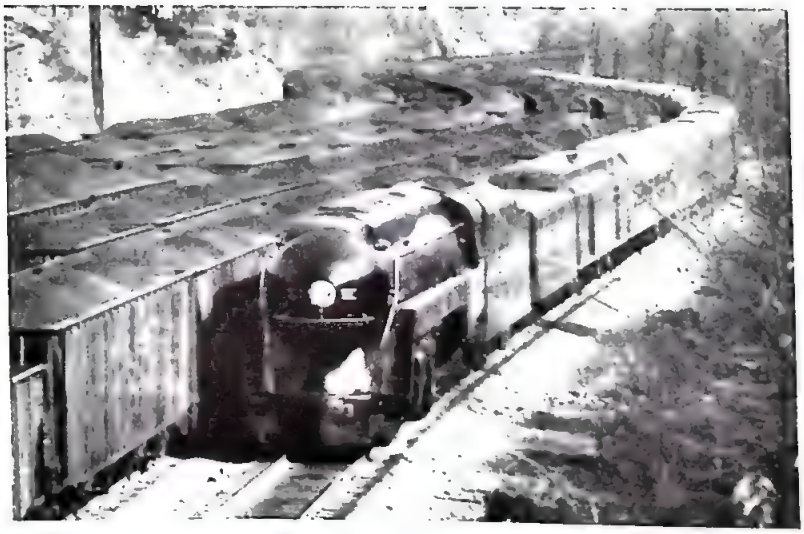
KODACHROME LARRY EVANS

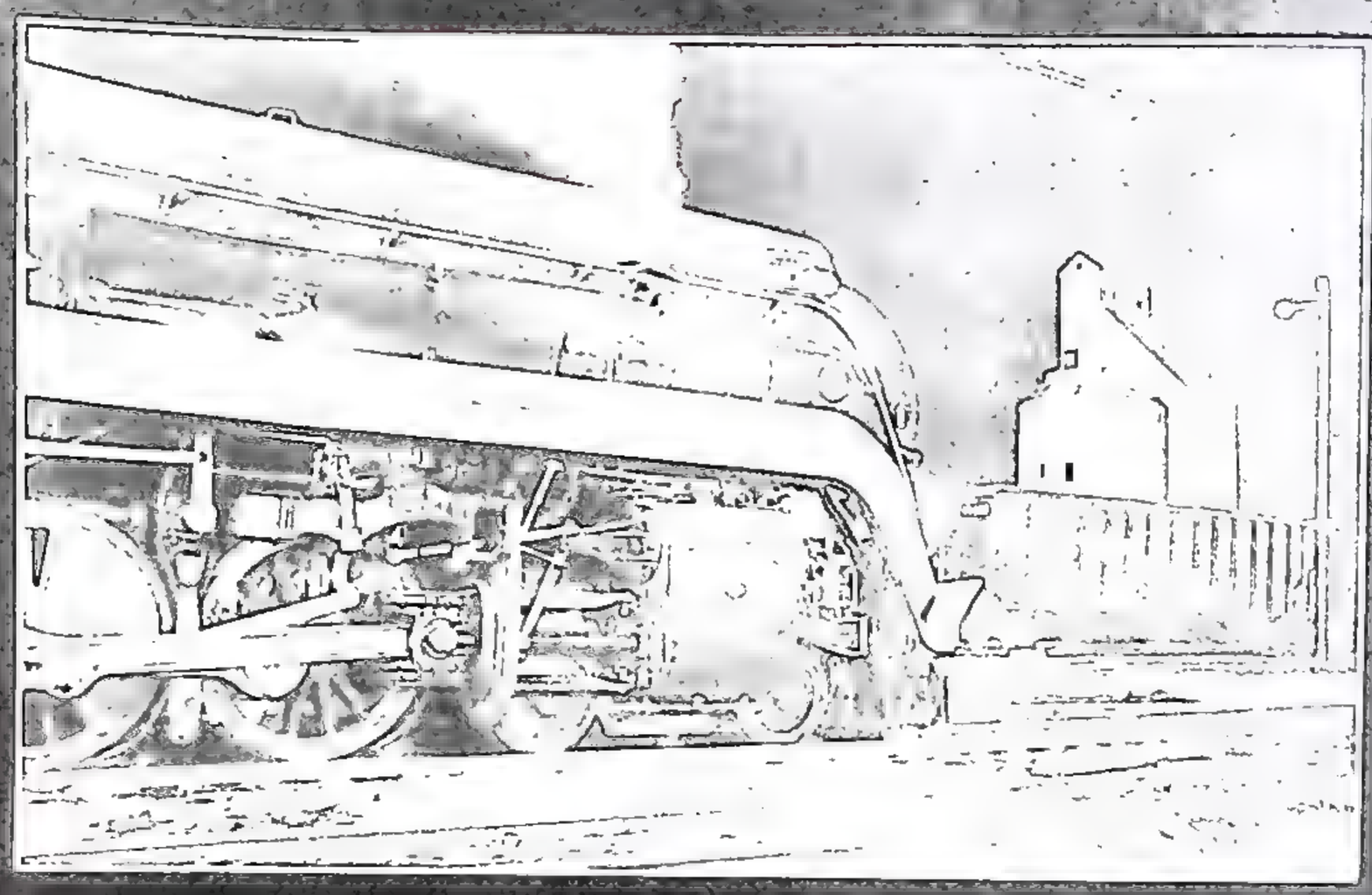
KODACHROME ROGER A. HOLMES

ROGER COOK

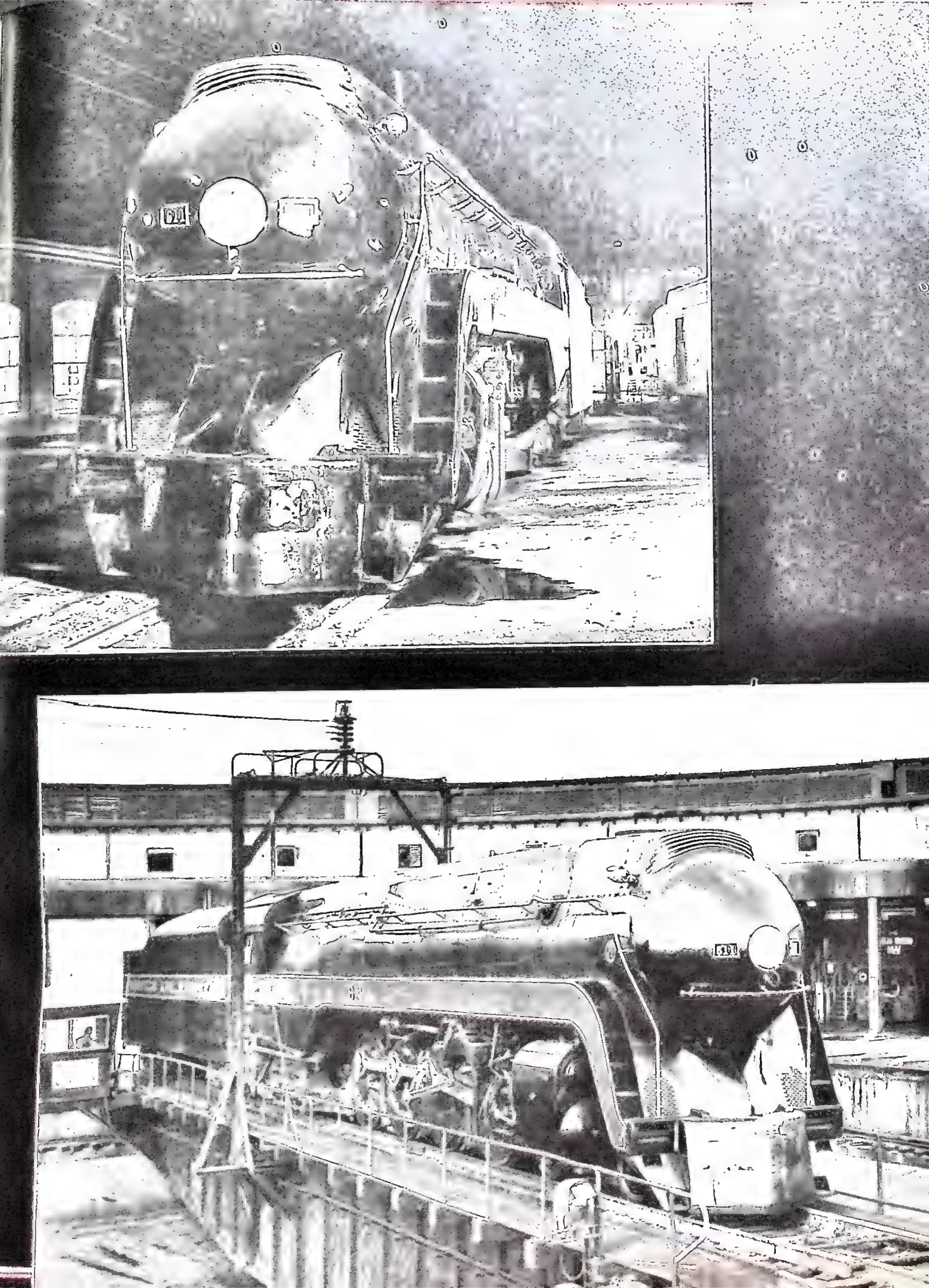
ROGER COOK

STEAM BILLOWS into the cool morning air as 611 exits Cooper Tunnel (above) near Bramwell while en route to Iaeger on October 30. There was no question what Bluefield yard (right) was all about when the 611 had pulled in the day before. The 611 and her handsome tuscan train were returning from Iaeger when the store fronts of North Fork were photographed (left) just seconds apart from lineside and from inside the cab. NS Chairman Robert Claytor was running her at the time (note his face mirrored in the gauge glasses). His son Preston (far left top) is one of the regular firemen on the 611 road crew headed by Donald Purdie (left center), son of SR's Bill Purdie who supervised 611's overhaul in Birmingham.





ENOUGH STEAM FACILITIES remain on the N&W to give the illusion of a steam-era railroad. The coaling tower at Bluefield (above) no longer functions but made an interesting background for the 611 on October 30. Shaffers Crossing in Roanoke, however, creates the almost perfect stage. Moving to the turntable on November 1, the 611 recreated an N&W publicity photo (below) by running through one of the lubritoriums—or "long houses"—that provided rapid servicing and turn-arounds for N&W's modern steam power. About half of the old round house remains, and the brick wall with its arched windows made a classic backdrop for 611 on August 22 (right), her first night back in Roanoke. And only the SD40 in the far stall (bottom right) would give away the turntable scene as November 1, 1982, not 1952. Unfortunately for railfans, permission to photograph at Shaffers is difficult to arrange.



TRANSIT CURRENTS

South Shore cars enter service

The major testing of the first of the Nippon Sharyu-built cars for the South Shore Line continued throughout the summer of 1982. Initial testing of the pilot car uncovered some flaws with the traction motors and some braking difficulties. These problems were addressed and solved.

The first five production cars arrived from the General Electric works in Cleveland on September 3; six more cars were delivered at the end of September and another six at the end of October. As of November 20, cars 1 through 6 and 13 through 18 have air compressors; cars 7 through 12 await delivery of compressors from WABCO for installation at Michigan City.

An important day in the history of the interurban rail service of the Chicago South Shore & South Bend Railroad was Saturday, October 23, 1982, when at noon the new rolling stock was officially dedicated at Michigan City, Indiana. Starting at 10:30 a.m., one of the old cars was used as the entrance into one of the new cars to help display both to the public. About 400 people showed up to tour through the old and new cars, to look at the photo exhibits in the new car, and to pick up copies of the dedication booklet, posters and other information about the South Shore. Governor Robert Orr of Indiana gave the keynote speech and dedicated car number 1 to the memory of Congressman Adam Benjamin, Jr., late of the First District of Indiana.

My wife and I were among people who were carried in a four-car train—the first four-car lashup of the new cars—to Hegewisch, Illinois, for the dedication of the Illinois part of the operation. The ride of the new cars is as splendid as they are beautiful; the commuters should be very happy.

The first revenue service runs began on Monday, November 22, when the single-car *Morning Hotshot* left South Bend at 6:00 a.m.; five more cars were added at Michigan City, and the train proceeded into Chicago. The cars were recycled through the first day to handle plug runs to Gary and Michigan City and then reassembled to work the *Afternoon Hotshot* back to South Bend. By Christmas it was expected that twelve cars will be in revenue service, with the total reaching 18 cars by New Year.

Power supply improvements for the South Shore are under way. Brand new substations will be built at Monroe Street and Hegewisch. Other improvements are to be made between Hegewisch and the Michigan City shops at the Columbia, Carroll, Madison, Wickliffe, Furnessville and Eastport (Shops) substations. Not to be touched initially are the substations east of Michigan City at Tee Lake, New Carlisle or Grandview; these substations will be renovated later on. In addition to the substation improvements, there will be a major installation of copper feeder cable along the railroad to help balance the power supply.

The substations are to be improved in several phases, starting with Carroll, Madison and Eastport. Space is available in these substations for the installation of the new equipment while the old equipment is still running. Furnessville will have to be stripped and will be the only one in that area totally out of service for the time it takes to install the new equipment. The second phase includes Columbia and Wickliffe. Because the buildings are small, they will have to be closed down while new equipment is introduced. A combination of the new feeder cable, along with feeding the area normally served by Columbia and Wickliffe from the adjoining substations, and the use of the low acceleration rate on the new cars, will make it possible to continue to operate while the power supply is being improved. A key to all of this is completion of Hegewisch; if it is stalled, Columbia substation can't be dropped for the new station improvements. The second phase of work with Columbia and Wickliffe is supposed to be completed by May of 1983.

The maintenance facility in Michigan City will receive major changes. NICTD has purchased a drop table for truck changeout, and the South Shore has purchased a wheel-truing machine. The first four tracks from the south side of the building will be lengthened by 20 feet. The pits under the first three of these tracks will also be extended. The next two tracks to the north will be the site of the drop pit and the wheel truing machine; the building will be extended east for 66 feet at this location. There will also be a building extension to the north for parts storage. Improvement of the locker room facilities for employees will also be carried out as a part of the project. A light electric shop will be set up on the balcony level, but in the future heavy motor work will be jobbed out.

A car washer will be installed to the south and east of the shop building parallel to the main line of the railroad. The new car wash will also have facilities for dumping the retention toilets. Close by the car wash will be a new building for the carmen who perform the cleaning and servicing work. NICTD is buying a pickup truck equipped with vacuum equipment for interior car cleaning.

The new main line through track will be the southmost track through Michigan City shops area. A new Shops station shelter will be built adjacent to the south track in the vicinity of the current station.

To put the new South Shore in context, while at the Hegewisch dedication ceremonies my wife and I met Clement Spychalski, who had ridden from Michigan City on the new cars. Mr. Spychalski, the father of one of my best friends, told us of the day in 1908, when he was seven years old, when an older brother took him down to Eleventh and Franklin in Michigan City to see the first wooden cars roll down Eleventh Street, on the first day of interurban service. He has seen and ridden on all the cars over the years. Mary Ann and I wondered how many people on that special train had warmed the seat cushions of those first cars and were thrilled at the renaissance of the South Shore. Mr. Spychalski said he thought the new cars were the best ever.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

San Francisco news

The BART Board of Directors awarded the French firm Soferval a $279,000,000 contract to build 150 new double-ended "C" cars on October 5. Soferval is a successor to Franco-Belge, the firm that built the MARTA rapid transit cars for Atlanta. There may be a hitch with Soferval. Its parent company, Alsthom-Atlantique, is supplying turbines for the Russian natural gas pipeline. It's hard to know what the Reagan Administration will do.

Our correspondents, Michael Herman and Thomas McGary, also inform me that the cablecar museum is moving. While the cablecar reconstruction project is underway, the museum will move from the cablecar barn at Washington and Mason Streets to the Podium Level of Four Embarcardero Center. The museum is open Monday through Saturday from 10:00 a.m. to 6:00 p.m. Admission is free.

Houston bites a bullet

The Metropolitan Transit Authority of Harris County in Texas decided during the last week of September 1982 to choose heavy rapid transit to provide service in the fast growing Houston area. Transit is a major issue in Houston because transportation is so plagued with problems. In 1979 voters agreed to a penny sales tax for mass transit, but it was not clear that rail rapid transit would be the choice. The proposed 18.2-mile rapid transit line would enjoy the benefits of that tax. The proposed system is expected to cost approximately $1.8 billion; it would run from the southwest corner of the city along the Southwest Freeway into downtown. It would then turn north on Market Street and then roughly parallel Interstate 45 to Crosstimbers. This is to be the first part of a 40-mile regional system.

There is substantial controversy over the portion of the rapid transit to run on Main Street. In order to get the job done $300 million cheaper and 18 months to two years quicker, the MTA staff favors an elevated route down Main Street. Many businessmen on this street want the line to run underground. If a subway is not built under Main Street, the elevated line is proposed to be treated as the top deck of a pedestrian walkway and the stations would be enclosed in crystal palace decor and extensively landscaped.

According to the information sent by Vance Nichols, if all goes well in Houston the first rail line should be open in 1987. Having made the decision to go with heavy rapid transit doesn't mean that anything will happen quickly, but it is interesting that a city as auto-oriented as Houston is beginning to feel

WILLIAM A. RAIA

THE SOUTH SHORE LINE held dedication ceremonies for its new cars on October 23, 1982, at Michigan City, Ind., and then took guests aboard this four-car consist to Hegewisch for the Illinois portion of the ceremonies. The first of the new cars entered revenue service on November 22, 1982.

that electric rail transit is absolutely essential to keep it from dying of gridlock.

A good book

The new textbook entitled *Urban Public Transportation: Systems and Technology* by Vukan R. Vuchic is a must for the shelf of anyone interested in mass transportation in general or electric rail transit in particular. The book contains some of the best descriptions and definitions of the various modes of public transportation that I have yet seen. The volume is lavishly illustrated with drawings and many photographs and will provide many hours of reading enjoyment. It will help the reader to better understand mass transit or rail transit. The book is available from Prentice-Hall Inc., Englewood Cliffs, NJ 07632. The price is $41.95 (plus your local sales tax) and Prentice-Hall will pay Fourth Class postage if you pay with your order.

Philadelphia Waterfront Trolley

Using a former Philadelphia Rapid Transit Hog Island car that later ran as Red Arrow number 26, the Philadelphia Waterfront Trolley line began operating on Labor Day weekend of 1982. This is an operation of the Buckingham Valley Trolley Association.

The new waterfront trolley, coming on the heels of the waterfront trolley operation in Seattle, operates over the tracks of the Philadelphia Belt Line Railroad in the middle of Delaware Avenue along the Delaware River. The line is almost 1.2 miles in length and runs from Vine Street to Fitzwater Street. Service for 1982 continued through the Thanksgiving weekend. It will resume once again at Easter time 1983. In addition to number 26, the line is to operate Red Arrow St. Louis car number 15, Brilliner number 9, and Brill master unit number 80. Equipment is stored in a shed in Pier 5 when not used. Michael F. DeSol was kind enough to provide this information.

CTA capital investments

As part of more than $168 million in federal and state money going to the RTA area of Illinois, $12 million will be used to begin the rehabilitation of the CTA elevated in the Loop. This includes restoring the Quincy-Wells and Adams-Wabash stations to their original 1895 appearance. That work is to be completed by 1984. Engineering work for a new station in Illinois Center and rehabilitation of four other stations will also be carried out.

A $10 million project to rehabilitate the State and Dearborn subways will begin in late 1982. An additional project that will start at the same time is construction of a pedestrian tunnel linking the Dearborn and State Street subways with the Illinois Central Gulf Randolph Street Station used by ICG and South Shore Line commuter trains.

Some problems have surfaced in Chicago over excessive problems with traction motors. Originally, the motor failures were thought to be mostly a function of bad weather; however, the traction motors are continuing to fail at a relatively high rate. This problem is shared with other rapid transit operations around the United States. It is suspected now that perhaps the traction motors have insufficient capacity. Some experts suggest that a heavier motor should be used. The CTA is buying a number of extra traction motors and hopes to have 210 spares available by the winter of 1982-83. This information is provided by Paul T. Schroeder and Steve Scalzo.

Flashes

The U.S. POSTAL SERVICE has issued its schedule of stamps authorized for release in 1983. Among these will be a block of four stamps to recall early streetcars.

In northern NEW JERSEY, the $425 million reelectrification project in the Morris and Essex corridor of the former Erie-Lackawanna is approximately 65% complete. The 1930s vintage 3,000-volt D.C. system is being replaced by a 25,000-volt A.C. system. Nineteen substations are being constructed, and all of the overhead catenary will be restrung from Dover, Gladstone and Montclair to Hoboken. New signal, train control and communication systems are being installed and a fleet of new air-conditioned electric cars will be placed into service. Completion date is still uncertain, but it appears that the fans will have one more summer to ride and photograph the old DL&W m.u. cars.

For an interesting booklet on mass transit in CANADA write to the Canadian Embassy, 1771 N Street, N.W., Room 300, Washington, DC 20036-2878. Ask for *Canada Today*, the Urban Transit Number.

Ray Saunders informs us from the WASHINGTON, D.C., area that there is much unhappiness in Alexandria, Virginia. Even thought the Metro Rapid Transit system is largely finished in that area, there are not enough cars to operate revenue service. Residents are wondering when they are going to be able to ride on what their taxes have paid for.

In the PITTSBURGH area, a new car barn is being constructed behind the South Hills Village shopping mall. Due to open in the fall of 1983, the maintenance and storage facility will contain ten tracks and include car washing and vacuuming areas, inspection and work pits, overhead cranes, and other up-to-date features.

In CHICAGO, city officials are planning to use a corridor along 49th Street for the 9.1-mile rapid transit line from the Loop to Midway Airport. The elevated line will run parallel to Archer Avenue and then move on to an existing railroad embankment along 49th Street on its way toward Midway. For the time being, to save money, plans have been scrapped to extend a new line to Ford City Shopping Center or to Harlem Avenue in Summit. The project will be paid for with federal Interstate switchcover funds from the stillborn Crosstown Expressway. Steve Scalzo sends the information.

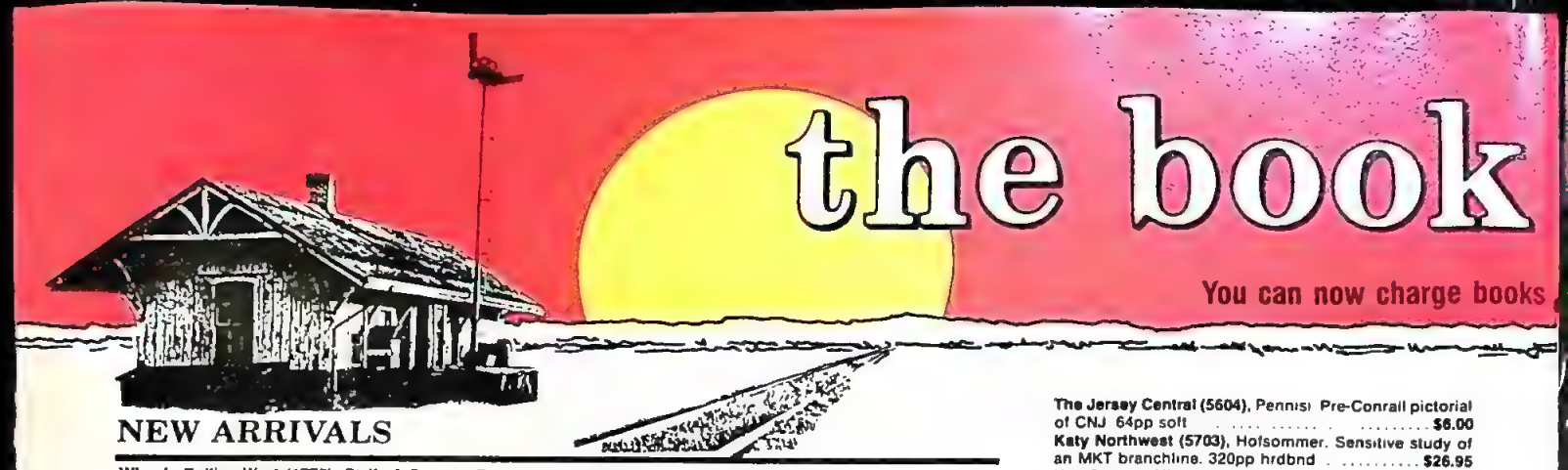
The advanced light rapid transit (ALRT) system now under construction in VANCOUVER, British Columbia, is a very controversial undertaking. The ALRT system is estimated to cost $718,000,000 in Canadian dollars as opposed to about $300,000,000 less for a conventional light rapid transit system.

From AUSTRALIA, Kevin Wright informs us that Melbourne is planning to introduce two articulated light rail vehicles. The high-capacity vehicles will operate on the East Burwood and East Preston routes. Depending on how they work out, the two articulated trams may be the first move toward a major purchase of equipment of this type.

A portion of the Media electric commuter line in the PHILADELPHIA area had to be shut down in late September because the bridge over Crum Creek has deteriorated too badly to carry trains. Fifty-two trains a day are affected. Service will be cut back to Swarthmore until the bridge is repaired.

Ray Saunders informs us that Suburban Station in PHILADELPHIA is getting a facelift as part of the construction of the Philadelphia commuter tunnel. He also sends word that all 29 of SEPTA's new Kawasaki light rail cars are now in service on the Media and Sharon Hill lines in former Red Arrow territory. A farewell trip for the Brilliner cars was scheduled for October 17th. I lament their passing; I remember when they were brand new.

In BOSTON, the 1924 Pullman-built coaches of the Blue Line rapid transit service were back in operation during the week of October 17, '82. The occasion was the 100th annual meeting of the American Public Transit Association. The train had logged 850,000 miles of travel before it was retired to the Orient Heights maintenance facility in east Boston. The Blue Line was originally a trolley line that opened in 1903 to provide service between east Boston and downtown. It was converted to train service in 1924.



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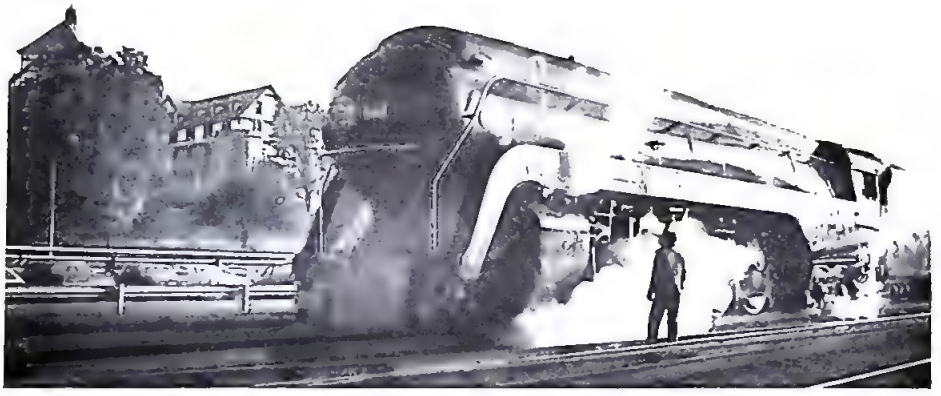

THE RIGHT ENGINE, on the right railroad at the right time—and for all the right reasons. The N&W 611 strikes the classic pose at the Roanoke depot with the Hotel Roanoke in the background. Only details reveal that this is October 29, 1982, and not 1952, but the spirit is surely there.

Three visits to Roanoke

It seems that the N&W 611 has been an almost constant part of my life for the past three months—which is a rather pleasant situation for the 1980s. I didn't make the test run out of Birmingham on August 15 or most of the ferry move north, but I managed to get together with Dick Yager to meet her at Lynchburg on August 22, pull westbound over Blue Ridge, be there when Mr. Claytor fulfilled his promise to "bring 611 home to Roanoke under steam," and get night shots of her that evening at Shaffers Crossing.

On Labor Day weekend I teamed up with Milwaukee Roaders Craig Willett and John Gieske and the multi-talented Bill Withuhn (ACE 3000, Ontario Lines and Smithsonian) to chase her to Norfolk and witness her embarrassment in being unable to get turned around there. Ironically, on the way down there Withuhn was discussing the design aspects of the 611's running gear and precisely predicted the circumstances that could lead to a derailment such as the one she had on the Lamberts Point balloon track. It was not the derailment, incidentally, that prevented her from getting turned, for they got her past the derailment point only to discover an even tighter curve up near the yard office. In steam days the Js used the Lamberts Point turntable, but another tight curve resulting from diesel-era track changes prevented the 611 from even getting to the table—that has since been changed and the 611 successfully used the turntable in October. Withuhn's discussions of the J's design led to the article which begins on page 44 of this issue.

The train returned to Roanoke behind diesels on that Saturday, September 4, and we railfanned the Norfolk Alcos for a while and then followed the deadhead move part of the way back toward Roanoke with the 611 being dragged backwards (25 m.p.h. with 10 m.p.h. over switches) behind diesels. We spent the night in the Hotel Roanoke and woke up the next morning to a view of the train in the depot from our hotel room window. Breakfast on the veranda as the 611 steamed in from Shaffers was a superb way to begin Labor Day morning (in spite of its Grand Manner, the Hotel Roanoke is actually less expensive than the "name brand" accommodations out by the airport, and while shirtsleeves were okay for breakfast or lunch, jackets and ties are a must for dinner—as Hal observes on page 3). The assault on Blue Ridge (page 49) and the run to Alexandria on the Southern rounded out a great weekend.

As the 611 neared Manassas and the decision was made to make an unscheduled water stop, Amtrak President W. Graham Claytor, who was in the cab and spending considerable time at 611's throttle, called the Greensboro North End dispatcher to find out if the southbound Amtrak *Crescent* was expected on time into Alexandria. Since this train would be the return ride for most of the passengers behind 611, he told the SR to, "... please contact the Amtrak agent at Alexandria and tell him to hold No. 19 there for the connection with the steam train ... if he has any problem with that, tell him it's on my authority. Claytor out." The *boss* wasn't about to let a trainload of customers get stranded.

The 611 ran more Norfolk-Petersburg and Roanoke-Bluefield trips in October, and I returned with Jack Wheelihan and Tony Koester to chase and ride the Roanoke-Bluefield-Iaeger trips on October 29-30 and November

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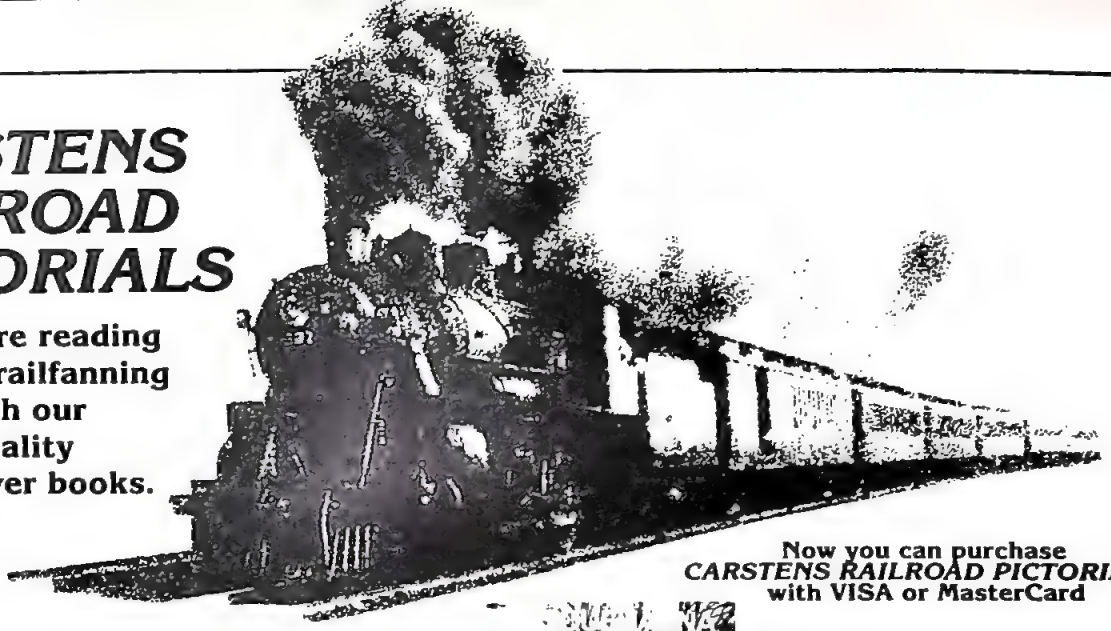

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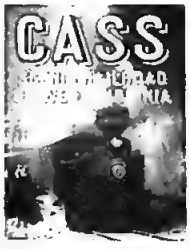

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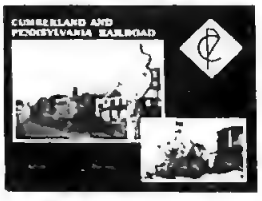

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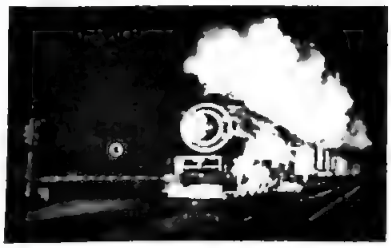

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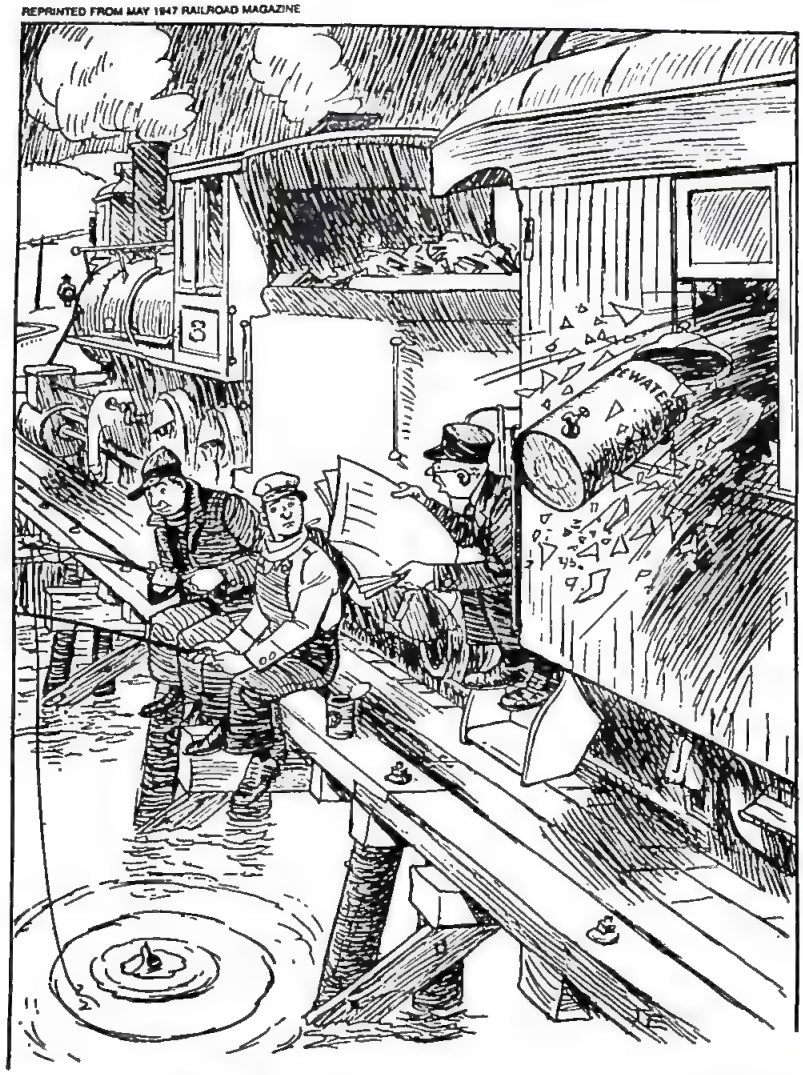

NOT ON THE WHEEL REPORT *JOE EASLEY*

"We better get moving, boys—our passenger is getting restless . . ."

1. The Friday and Monday Roanoke-Bluefield and Bluefield-Roanoke trips were scheduled as "school trips" with numerous stops made en route to allow kids to ride between local stations and return home on school busses. It made for a leisurely schedule and superb railfanning—and we sweated out four days of perfect weather for the Monday cover shot at Pembroke!

We rode the Saturday trip to Iaeger and found the open *Missionary Ridge* just two cars behind the engine to be *the* place to watch the J on the numerous curves and get a real feel for the fascinating N&W coal country. The train they have put together, incidentally, is as impressive as the engine in its matching N&W tuscan and gold right down to the boat-tail obs reminiscent of the *Powhatan Arrow* (even though that Roanoke Chapter NRHS car is the old ICRR *Mardi Gras,* she looks the part in N&W colors). Even the few cars that aren't pure N&W are SR or stainless cars that give the train the flavor of the more jumbled consist of a *Cavalier* or *Birmingham Special.*

I was permitted a cab ride from Iaeger up to Bluefield with engineer Frank Duesing, road foreman J.E. Hinkle and NS Chairman Robert Claytor taking turns at the throttle while Chuck Jenson tended the fire. With low speed dictated by curves and a modest 13-car train behind, the 611 was never hard pressed on any part of the legendary Elkhorn Grade, and the high point occurred when the curves smoothed out on the new line above Maybeury and Mr. Claytor opened her up to about 35 m.p.h. on that last mile or so of 1.4% up to Elkhorn Tunnel. Working smartly—yet not nearly "wide open"—we slammed into the west portal of the 7,110-foot tunnel, and the sound of the engine working inside the bore was wonderous. The high arch of the double-track tunnel kept the smoke out of the cab, but I understand it was quite a different story back in the coaches—especially the open *Missionary Ridge!*

We had some fine times with a great operation and couldn't help but be impressed that this was the right engine with the right train on the right railroad. That canteen and twin sealed-beam headlight notwithstanding, this engine is a real time machine that recreates

the image of the N&W in its most fondly remembered era—note I didn't say N&W's "finest hour," for it can be convincingly argued that *today* is the N&W's finest hour as it becomes a strong partner in what will likely prove to be one of the most successful mergers, under the guiding hand of an executive like Bob Claytor who isn't ashamed to admit he's in the railroad business.

Ann Arbor RS1 project

John Benson of Cleveland called the other day with the old "I've got some bad news and some good news" about the Ann Arbor RS1 repainting project proposed in our March 1982 issue and updated in September. John has been soliciting funds to repaint one of the two AA RS1s into its original Wabash-style colors, and the turmoil between the State of Michigan and various operators had left the project somewhat in doubt.

The bad news is that both RS1s have suffered major electrical problems and will probably never run again. The good-news is that the repainting project is not dead. The RS1s are owned by the State of Michigan, and the former-AA property around the Owosso shop is being operated by the Tuscola & Saginaw Bay. Both have agreed to permit one of the RS1s to be painted in the Owosso shop by volunteers and to display the completed locomotive outside the shop and available for photography for as long as possible.

To date about $1200 has been collected, and an estimated $500 is still needed. Ink drawings of the RS1 are being sold at $6.25 postpaid as a fund-raiser (the new address is John Benson, 1670 Ivydale Road, Cleveland Heights, OH 44118). Again, John assures us that should the repainting not commence, all donations (though not revenues from ink drawing sales) will be returned.

Steamtown Railfan Weekend

Steamtown U.S.A. in Bellows Falls, Vermont, was able to put on a fairly successful tourist season in 1982 with CPR G5 4-6-2 1246 now overhaulled and under FRA inspection. In spite of the loss of the shop building to winter snows, they were able to complete cosmetic restoration of more of the static equipment, and many of the display locomotives were repositioned (and the "junk" moved back out of sight) for more attractive presentation. Most of the rolling stock was handsomely relettered CPR-style "Vermont Valley Railway" for a more uniform appearance on the operating train.

The big CPR G3 Pacific 2317 required an expensive inspection before it could be operated, and Steamtown could not justify the cost in time or money for just two days of operation, so the annual Railfan Weekend on October 23-24 found only one locomotive, the 1246, under steam. Some creativity and imagination, however, produced a pretty impressive show.

The first order of business was to restore the 1246 to her authentic CPR configuration with correct black and gold paint scheme—although the G3 2317 is correct in her wine red and gray passenger colors, until 1982 there has never been even one of the three smaller G5s running in authentic CPR appearance because all had operated with visored Pyle headlights and front-mounted bells plus a variety of CPR and Steamtown lettering schemes. For the 1982 weekend—and future operation—the 1246 got her correct CPR headlight and number board and had the bell put back to its old location on the boiler.

The unusual diesels which were the surprise hit of the show in 1981 were back, though in lesser numbers. The colorful red and white Vermont Railway RS3 603 was there along with Green Mountain RS1 405. The 405 is the only ex-Rutland unit still running on any of the former-Rutland lines, and she showed up relettered RUTLAND, complete with the "Green Mountain Gateway" herald. When matched up with a handsome Rutland wooden coach and combine borrowed from the Green Mountain, the 405 produced some amazing Rutland-era images, especially along the causeway where the Saturday afternoon photo runpasts were staged.

For the Saturday morning "parade," the trains were all run facing southward into the bright morning sun, and a new photo area was created at the north end of the museum property with the Connecticut River for a background. Antique 1940s-era automobiles were posed near the depot for many of the runbys, and north of the depot the 2317 and CPR 4-4-4 2929 were spotted on trains adjacent to the main line for additional photo opportunities. There was a whole day of runbys at different locations with the three locomotives on a variety of freight and passenger consists.

During the lunchtime lull, the live 1246 was moved to the north end and connected with steam lines to a CPR 4-6-0 and a freshly restored Maine Central 2-8-0 to form a three-engine "diorama" for photography. That same scene became the centerpiece for my night photo session, carried out with the invaluable assistance of Marc Balkin (see the inside rear cover of this issue). We also lit up the Rutland RS1 on the wooden passenger train.

Sunday's activity consisted of a double-header with the VTR RS3 leading the 1246 all the way to Rutland, Vt, The RS3 was left at Rutland, and on the solo return home, the 1246 found the 12-car train and rail made greasy by fallen leaves too much and fell down on the climb to Summit. Not everyone was pleased when they had to double the hill, six coaches at a time. It proved that the past practice of doubleheading the Pacifics to Summit was not merely for show.

The weather for the weekend was beautiful but quite chilly, and it helped compensate for the fact that there was only one steam engine. As for next year, it's a little too early to say. Steamtown is involved in a serious proposal to move to the old DL&W yard and engine facility at Scranton, Pennsylvania, and both the proponents and opponents are getting very vocal. 1983 should prove to be a

JIM BOYD

STEAMTOWN'S 1246 made her debut at Railfan Weekend on October 23-24 as the first of the three G5s to run there in authentic CPR configuration along with correct black and gold lettering.

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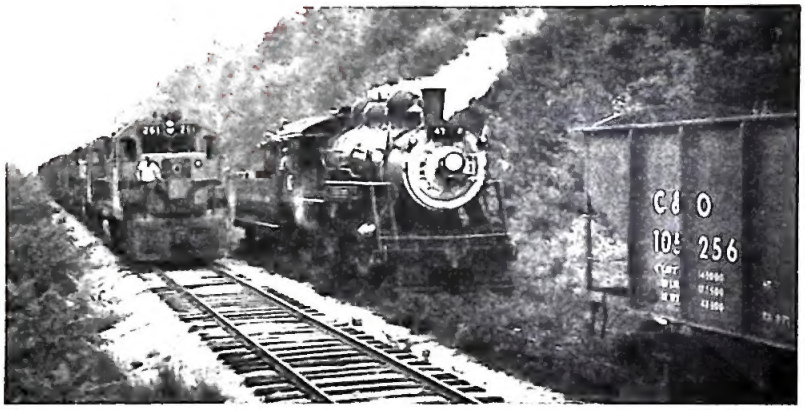

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Jim

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KODACHROME HAL CARSTENS

N&W 611 was in regular service when Hal Carstens photographed her at Shaffers Crossing on the 1957 fan trip described on page 3. Note that 611 still carries her tandem rods between the main and third driver; she got new single rods within a year, one of only four Js (600, 605, 610 and 611) known to have been so equipped.

KODACHROME JIM BOYD

STEAMTOWN RAILFAN WEEKEND, October 23-24, found Green Mountain RS1 405 restored to her original Rutland lettering and looking like something out of Jim Shaughnessy's book. The night photo session conducted by Editor Boyd and Marc Balkin had the live CPR 4-6-2 1246 linked up to steam CPR 4-6-0 1098 and Maine Central 2-8-0 519 for this "St. Johnsbury" scene. Over 100 photographers got the shot.

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BEARCAT® SCANNERS

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